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# ANNUAL REPORT

OF THE

## NEW JERSEY STATE HIGHWAY DEPARTMENT

NEW JERSEY STATE LIBRARY

FOR THE YEAR

1940

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# ANNUAL REPORT

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# NEW JERSEY STATE HIGHWAY DEPARTMENT

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STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

Hon. E. Donald Sterner,
State Highway Commissioner,
Trenton, New Jersey.

Dear Commissioner Sterner:

I am handing you herewith the report of the operations of the State Highway Department for the year 1940.

The work of the several Divisions of the Department are covered in the reports of each Division and are attached hereto. Commenting briefly on these reports I would call your attention to the following facts.

Construction Division. During 1940, construction work was in progress on 177.432 miles of various types of highway paving, 53 stream bridges and culverts, 11 railroad grade separations, and 20 highway grade separations, the total value of work actually performed in 1940 being $9,957,043.74.

Contracts covering 62.927 miles of highway construction, 23 stream bridges, 7 railroad grade separations, and 8 highway grade separations were completed in 1940; also, that contracts under way covering 114.505 miles of highway construction, 30 stream bridges, 4 railroad grade separations, and 12 highway grade separations will carry over into 1941.

Projects Division. Under Motor Vehicle Aid for the year 1940 awards of contract and force account work were approved for the construction of 6.35 miles of surface pavement in the amount of $98,377.83; for the construction of bridges the amount of $107,259.89; for gravel surfacing the amount of $6,745.45, and for drainage improvements to County roads, $8,313.20, a grand total of $220,696.37. In addition to the above other contracts and force account work in conjunction with the W. P. A. were approved in an amount of $274,434.01.

Under the Township and Borough Aid allotments during 1940 work was completed on 250 miles of roads in the amount of $1,664,191.92, the State's share of which was $1,425,366.26 or approximately 86%. During 1940 there was completed 291 Township and Borough Aid projects, 105 uncompleted and 112 projects on which funds have been allotted for their construction.

3,701 miles of roads have now been constructed under the provisions of the Township and Borough Aid Act since the year 1921.

Aside from the standard construction practice, the most outstanding work done during the year was the construction of an experimental section of Soil Stabilization with Tar on the Reed-Dey Road in West Windsor Township, Mercer County. There is a detailed report of this work, with photographs, in the Projects Report itself.

There are some sections of Southern New Jersey where good gravel is very scarce and it is hoped that the type of road referred to will enable us to construct roads in such sections without the necessity of providing good gravel, and to construct such a road at reasonable cost.

Also, the increase of Township and Borough Aid Maintenance from $10,000 to $25,000 for the municipalities in each County will help greatly in the maintenance and the ever-growing mileage of Township and Borough Aid roads constructed with State Aid, to which such funds are applicable.

Maintenance Division. The report of the Superintendent of Maintenance is presented herewith. In addition to the tables showing the detailed work of the Division for the year, attention is called to the following:

"Each year in making up our snow removal program it becomes increasingly more difficult, particularly in the Southern portion of the State, to obtain satisfactory truck equipment from contractors. In addition, we have a large number of old war surplus trucks in excess of twenty years old, which, in my opinion, have outlived their usefulness. The result of these two conditions is that we are not able to satisfactorily cover our snow removal sections with outside equipment, nor to satisfactorily, under all occasions, take care of snow removal with our own equipment. I am, therefore, of the opinion, that the Department should, at the earliest possible moment, replace its war surplus equipment, and, in addition, obtain sufficient additional modern equipment, in order to permit the Department to handle a greater portion of the program with its own forces. The equipment to be acquired would consist of both trucks and plows. I am of the opinion that if both types of equipment were completely modernized, it would be possible throughout approximately one-half the State to reduce the number of pieces of equipment on a snow section in such a manner as to materially reduce the cost and at the same time improve the character of the work performed.

"As a corollary to the purchase of snow equipment, I am of the opinion that we should probably purchase an additional quantity of snow fence. While the purchase, erection and removal of snow fence unquestionably sets up a minimum expenditure on snow removal, regardless of whether or not any snow falls, the value of this device has been clearly demonstrated in the heavy storms of the last two years. There have been numerous points where some snow fence has been erected and drifting has been prevented along the fence, but, due to an inadequate quantity, drifts have formed beyond the ends of the fence, with consequent interference with traffic and difficulties in the removal of the snow. If drifting can be prevented, the ordinary type of equipment will generally handle snow removal, whereas, if drifting occurs, it is then necessary to bring in the heavier equipment or even resort to hand labor to open the roads.

"Both of the matters mentioned above; namely additional equipment for snow removal and additional snow fence are, in my opinion, of primary importance in connection with the matter of National Defense. Unless the Department is able to keep the highways clear and unimpeded, the vast volume of commercial traffic to and from defense industries will not be able to move, nor, in case of a greater emergency, would our armed forces be able to expeditiously and efficiently perform any necessary maneuvers. I, therefore, strongly urge favorable consideration in carrying out these recommendations.

Electrical Division. The highway safety lighting program has now been completed on most of the important sections of the State Highway System. Further studies will disclose those sections where safety lighting is required on the State Highway System and recommendations will be made accordingly.

It is recommended that a study be made by our Legal Division to determine our right to install State owned equipment on utility-owned poles. A large saving would accrue to this Department if this were possible so that we could buy meter current and own our own equipment or buy current and maintenance service only.

Equipment Division. The State owned equipment has continued to be maintained in excellent condition and the work of the Equipment Division has been performed in a most satisfactory manner. In addition to the routine requirements involving service on, replacements and care of units, the Division engaged in 890 separate complete operations.

# NEW JERSEY STATE HIGHWAY DEPARTMENT

## CONSTRUCTION DIVISION

## ANNUAL REPORT

## 1940

C. F. Bedwell
Construction Engineer

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

Annual Report - 1940
Construction Division

TS/FA

December 31, 1940

Honorable E. Donald Sterner
State Highway Commissioner
Trenton, New Jersey

Dear Sir:

The Annual Report covering activities of the Construction Division for the calendar year 1940 is herewith respectfully submitted.

During 1940, construction work was in progress on 177.432 miles of various types of highway paving, 53 stream bridges and culverts, 11 railroad grade separations, and 20 highway grade separations, the total value of work actually performed in 1940 being $9,957,043.74.

The above includes work performed in 1940 on the following:

1. 49.593 miles of State Highway construction, 11 stream bridges, 3 railroad grade separations, and 3 highway grade separations that were started previous to 1940 and finished during 1940.

2. 31.441 miles of State Highway construction, 10 stream bridges and 4 highway grade separations that were started previous to 1940, the completion of which will carry over into 1941.

3. 4.045 miles of State Highway construction, 6 stream bridges, 1 railroad grade separation, and 5 highway grade separations that were started and completed in 1940.

4. 71.347 miles of State Highway construction, 17 stream bridges, 2 railroad grade separations, and 8 highway grade separations that were started in 1940 and will carry over into 1941.

5. 9.289 miles of secondary road construction, 6 stream bridges, and 3 railroad grade separations on secondary roads that were completed in 1940; and 11.717 miles of secondary road construction, 3 stream bridges, and 2 railroad grade separations on secondary roads that will carry over into 1941.

From the above it is to be noted that contracts covering 62.927 miles of highway construction, 23 stream bridges, 7 railroad grade separations, and 8 highway grade separations were completed in 1940; also, that contracts under way covering 114.505 miles of highway construction, 30 stream bridges, 4 railroad grade separations, and 12 highway grade separations will carry over into 1941.

The above is all more particularly shown in detail on the following tabulations.

Respectfully submitted,

C. F. Bedwell
Construction Engineer

SUMMARY OF CONSTRUCTION

BY

NEW JERSEY STATE HIGHWAY DEPARTMENT

DURING 1940

| MILEAGE AND TYPES OF PAVEMENTS | | | | | NUMBER OF BRIDGES | | | VALUE OF WORK ACTUALLY PERFORMED DURING 1940 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| REINF. CONCRETE | BIT. CONC. ASPHALT | GRAVEL OR MACADAM | GRADING | TOTAL | STREAM BRIDGES | GRADE SEPARATIONS | | ROAD | STREAM BRIDGES | GRADE SEPARATIONS | | TOTALS |
| | | | | | | RAILROAD | HIGHWAY | | | RAILROADS | HIGHWAYS | |
| I. STATE HIGHWAY WORK STARTED PREVIOUS TO 1940 WHICH WAS COMPLETED IN 1940 | | | | | | | | | | | | |
| 29.333 | 0.540 | 2.863 | 16.857 | 49.593 | 11 | 3 | 3 | $416,870.40 | $1,874,861.48 | $135,486.11 | $6,007.12 | $2,433,225.11 |
| II. STATE HIGHWAY WORK STARTED PREVIOUS TO 1940 WHICH CARRIED INTO 1941 | | | | | | | | | | | | |
| 13.501 | 0.499 | | 17.441 | 31.441 | 10 | | 4 | 1,488,843.56 | 1,392,717.11 | | | 2,881,560.67 |
| III. STATE HIGHWAY WORK STARTED AND COMPLETED IN 1940 | | | | | | | | | | | | |
| 0.889 | 0.357 | | 2.799 | 4.045 | 6 | 1 | 5 | 243,043.43 | 417,108.46 | 136,381.35 | 174,809.63 | 971,342.87 |
| IV. STATE HIGHWAY WORK STARTED IN 1940 WHICH CARRIED INTO 1941 | | | | | | | | | | | | |
| 41.597 | 1.713 | 4.817 | 23.220 | 71.347 | 17 | 2 | 8 | 2,558,323.49 | 242,366.96 | 165,668.63 | 30,482.48 | 2,996,841.56 |
| V. FEDERAL PROJECTS ON SECONDARY ROADS | | | | | | | | | | | | |
| STARTED PREVIOUS TO 1940 AND COMPLETED IN 1940 | | | | | | | | | | | | |
| 0.150 | 0.547 | 4.693 | | 5.390 | 4 | 2 | | 61,888.80 | 11,193.18 | 42,440.33 | | 115,522.31 |
| STARTED PREVIOUS TO 1940 AND CARRIED INTO 1941 | | | | | | | | | | | | |
| 0.017 | | 4.635 | | 4.652 | 2 | 1 | | 31,070.00 | 6,158.48 | 13,908.08 | | 51,136.56 |
| STARTED AND COMPLETED IN 1940 | | | | | | | | | | | | |
| 2.693 | | 1.206 | | 3.899 | 2 | 1 | | 182,371.64 | 54,937.50 | 84,637.41 | | 321,946.55 |
| STARTED IN 1940 AND CARRIED INTO 1941 | | | | | | | | | | | | |
| 3.029 | 3.730 | 0.306 | | 7.065 | 1 | 1 | | 168,388.87 | 2,209.70 | 14,869.54 | | 185,468.11 |
| 91.209 | 7.386 | 18.520 | 60.317 | 177.432 | 53 | 11 | 20 | $5,150,800.19 | $4,001,552.87 | $593,391.45 | $211,299.23 | $9,957,043.74 |

NEW JERSEY STATE HIGHWAY DEPARTMENT

CONSTRUCTION DIVISION

CONTRACTS STARTED PREVIOUS TO 1940

| ROUTE | SEC. | LOCATION | COUNTY | TYPE OF PAVEMENT - MILEAGES | | | | TOTAL MILEAGE | ADJUSTED CONTRACT AMOUNTS | | | AMT. COMPLETED PREVIOUS TO 1940 | AMOUNT COMPLETED IN 1940 | AMOUNT TO BE COMPLETED IN 1941 | DISTR. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | CONCRETE | BIT. CONC. | GRAVEL | GRADING | | ROAD | BRIDGE | TOTAL | | | | |
| 1 | 1B | D. L. W. R. R., TONNELE AVE., JERSEY CITY | HUDSON | 0.060 | | | | 0.060 | $12,186.19 | $90,492.90 | $102,679.09 | $102,563.07 | $116.02 | | ER |
| 1 | 3A & 4B | FORT LEE TO ROUTE 2 (DUAL) | BERGEN | 7.234 | | | | 7.234 | 223,591.50 | | 223,591.50 | 223,425.42 | 166.08 | | N |
| 4 | 4C | UNDERPASS AT GORDONS CORNER | MONMOUTH | | | | | | | 53,928.10 | 53,928.10 | 52,876.95 | 1,051.15 | | BR |
| 4 | 4E | CHESEQUAKE TO BROWNTOWN | MIDDLESEX | | | | 3.087 | 3.087 | 76,841.01 | | 76,841.01 | 5,784.00 | 71,057.01 | | S |
| 4 | 4E | MARMORA TO BEESLEYS POINT | CAPE MAY | 1.923 | | | | 1.923 | 45,519.68 | | 45,519.68 | | 42,100.00 | $3,419.68 | S |
| 8A EXT. | 1 | ROUTE 4 TO ROUTE 35 | MIDDLESEX | 1.087 | | | | 1.087 | 76,433.60 | | 76,433.60 | 72,168.30 | 4,265.30 | | S |
| 6 | 8B | VALLEY ROAD TO HAZEL AVE. | PASSAIC | | | | 1.428 | 1.428 | 134,335.40 | 7,460.17 | 141,795.57 | 139,775.75 | 2,019.82 | | N |
| 6 | 9 | UNION AVE. TO VALLEY ROAD | PASSAIC | | | | 2.476 | 2.476 | 234,013.29 | 17,233.15 | 251,246.44 | 31,097.70 | 183,749.28 | 36,399.46 | N |
| 6 | 8 & 9 | BRIDGES - ROUTE 83, VALLEY ROAD, MOUNTAIN AVE. & LOWER NOTCH ROAD | PASSAIC | | | | | | 230,520.50 | 205,571.60 | 436,092.10 | 332,263.46 | 100,238.33 | 3,590.31 | N |
| 6 | 11 | TROY BROOK TO PASSAIC RIVER | MORRIS | | | | 2.585 | 2.585 | 133,959.53 | | 133,959.53 | 132,315.58 | | 1,643.95 | N |
| 6 | 11 | PASSAIC RIVER BRIDGE & FLOOD CHANNEL | MORRIS) ESSEX ) | | | | | | | 112,916.15 | 112,916.15 | 10,576.00 | 102,340.15 | | BR |
| 6 | 11A | TROY BROOK TO BLOOMFIELD AVE. | MORRIS) ESSEX ) | 2.754 0.270 | | | | 3.024 | 369,477.57 | | 369,477.57 | 189,565.35 | 155,896.75 | 24,015.47 | N |
| 6 | 11A | BRIDGES - BLOOMFIELD AVE., ROCKAWAY RIVER, & FLOOD CHANNEL | MORRIS) ESSEX ) | | | | | | | 190,245.38 | 190,245.38 | 181,236.00 | 9,009.38 | | BR |
| 6 | 12 | PASSAIC RIVER BRIDGE | MORRIS | | | | | | | 141,763.87 | 141,763.87 | 24,419.00 | 115,387.07 | 1,957.80 | BR |
| 6 | 21 | DENVILLE RELOCATION | MORRIS | | | | 0.785 | 0.785 | 50,878.14 | | 50,878.14 | 25,000.00 | 25,878.14 | | N |
| 12 | 2 | GROTON TO FLEMINGTON | HUNTERDON | 4.995 | | | | 4.995 | 516,164.91 | 3,979.36 | 520,144.27 | 502,651.81 | 17,492.46 | | S |
| 25 | 3D & 1A | BORDENTOWN TO ROBBINSVILLE (GRADING DUAL) | BURLINGTON) MERCER ) | | | | 1.838 2.628 | 4.466 | 48,374.51 | | 48,374.51 | | 48,374.51 | | S |
| 25 | 5B & 6B | ROUTE 35 TO PLAINFIELD AVE. (DUAL) | MIDDLESEX | 6.313 | 0.035 | | | 6.348 | 502,106.47 | | 502,106.47 | 489,382.64 | 12,723.83 | | S |
| 25 | 4C & 5C | ADAMS STATION TO PLAINFIELD AVE. (DUAL) | MIDDLESEX | 6.019 | 0.499 | | | 6.518 | 660,107.39 | | 660,107.39 | 144,764.10 | 453,435.90 | 61,907.39 | S |
| 22B6 | 1B | | | | | | | | | | | | | | |
| 25 | 30 | PASSAIC RIVER BRIDGE (STRUCTURAL STEEL) | HUDSON) ESSEX ) | | | | | | | 1,100,599.73 | 1,100,599.73 | | 1,071,429.31 | 29,179.42 | BR |
| 25 | 30B | PASSAIC RIVER BRIDGE APPROACHES | HUDSON) ESSEX ) | 0.370 0.370 | | | | 0.740 | 128,588.71 | 177,723.57 | 306,312.28 | 285,831.92 | 20,480.36 | | N |
| 25 | 5E | PORT ST. TO NECK LANE | ESSEX) UNION) | | | | 2.873 0.404 | 3.277 | 379,927.81 | | 379,927.81 | 134,617.90 | 200,314.21 | 44,995.70 | N |
| 25 | 33 | DRAIN TO CRANBURY | MIDDLESEX | | | | 6.853 | 6.853 | 173,711.15 | | 173,711.15 | 26,000.00 | 134,650.00 | 13,061.15 | S |
| 27-28 | 1 | WESTFIELD AVE., ELIZABETH | UNION | | | 0.505 | | 0.505 | 31,039.23 | | 31,039.23 | 2,800.00 | 28,239.23 | | N |
| 28 | 12 | BRIDGE, ROBINSON'S BRANCH | UNION | | | | | | | 9,741.54 | 9,741.54 | | 9,741.54 | | BR |
| 28 | 22 | LEBANON RELOCATION | HUNTERDON | | | | 2.850 | 2.850 | 89,035.76 | | 89,035.76 | 15,603.32 | 58,696.68 | 14,735.76 | S |
| 28-2A | 2 | STRAW CHURCH TO ROUTE 24 | WARREN | 1.896 | | | | 1.896 | 145,995.47 | 26,087.48 | 172,082.95 | 164,087.48 | 7,995.47 | | S |
| 29 | 7A,8A,9B | CHIMNEY ROCK RD. TO WEST END AVE. (DUAL) | SOMERSET | 6.140 | | | | 6.140 | 474,537.89 | | 474,537.89 | 466,029.84 | 8,508.65 | | N |
| 33I | 4 | BRANCHVILLE RELOCATION | SUSSEX | 1.520 | | | | 1.520 | 242,103.60 | 25,597.68 | 267,701.28 | 94,821.05 | 169,043.24 | 3,836.99 | BR |
| 33I | 4 | D. L. & W. R. R. OVERPASS, BRANCHVILLE | SUSSEX | | | | | | | 127,391.03 | 127,391.03 | | 127,391.05 | | BR |
| 35 | 1A | RARITAN RIVER (RIVER PIERS) | MIDDLESEX | | | | | | | 1,111,820.74 | 1,111,820.74 | 1,106,410.08 | 38,410.66 | | BR |
| 35 | 1A | RARITAN RIVER (STRUCTURAL STEEL) | MIDDLESEX | | | | | | | 1,703,266.14 | 1,703,266.14 | 51,055.00 | 1,652,211.14 | | BR |
| 35 | 1A | RARITAN RIVER (PIER SHAFTS) | MIDDLESEX | | | | | | | 360,905.63 | 360,905.63 | 319,153.00 | 41,752.63 | | BR |
| 35 | 3T | ASBURY AVE. TRAFFIC CIRCLE | MONMOUTH | 0.131 | | | | 0.131 | 106,632.97 | | 106,632.97 | | 106,632.97 | | S |
| 37 | 9 | OCEAN RIDGE TO ROBERTSTOWN | MONMOUTH) OCEAN ) | 0.010 | | 2.391 0.472 | | 2.873 | 86,843.54 | | 86,843.54 | 83,152.15 | 3,691.39 | | S |
| 37 | 9 | LAHAWAY CREEK BRIDGE | MONMOUTH | | | | | | | 23,982.84 | 23,982.84 | 7,666.94 | 16,315.90 | | BR |
| 39 | 1A & 1C | BORDENTOWN TO WHITE HORSE (GRADING DUAL) | BURLINGTON) MERCER ) | | | | 2.212 0.400 | 2.612 | 47,072.29 | | 47,072.29 | 21,478.00 | 25,594.29 | | S |
| 44 | 8 | BRIDGEPORT BYPASS | GLOUCESTER | 1.015 | | | | 1.015 | 84,752.93 | | 84,752.93 | 64,620.00 | 12,880.00 | 7,252.93 | S |
| 44 | 8 | MAGOGUE CREEK BRIDGE | GLOUCESTER | | | | | | | 323,214.90 | 323,214.90 | 138,966.00 | 183,748.90 | 500.00 | BR |
| 47 | 5A | PARVIN BRANCH BRIDGE | CUMBERLAND | | | | | | | 9,289.60 | 9,289.60 | | 9,289.60 | | BR |
| 48 | 16 | MAGAWAY BRANCH BRIDGE | GLOUCESTER | | | | | | | 5,908.45 | 5,908.45 | 5,162.00 | 746.45 | | BR |
| 51 | 1 | PENNSYLVANIA-READING SEASHORE LINES, BRIDGEPORT | GLOUCESTER | 0.427 | | | | 0.427 | 66,003.67 | 34,130.08 | 100,133.75 | 88,035.00 | 12,098.75 | | S |
| 51 | 2 | BRIDGEPORT TO PENNSGROVE | GLOUCESTER | | | | 4.483 | 4.483 | 29,631.20 | | 29,631.20 | | 29,631.20 | | S |
| | | PRIMARY PROJECTS (SECONDARY ROADS) | | | | | | | | | | | | | |
| FAS | 1560(1) | MONMOUTH ROAD, SECTION 2 | MONMOUTH | 0.010 | | 4.693 | | 4.703 | 29,050.85 | 29,858.54 | 58,809.39 | 27,425.36 | 31,454.03 | | S |
| FAS | 1560(1) | MONMOUTH ROAD, SECTION 3 | OCEAN | 0.017 | | 4.635 | | 4.652 | 35,151.91 | 20,066.56 | 55,221.47 | 3,150.00 | 51,136.56 | 934.91 | S |
| FAGS | 12(1) | F. R. R. - PRINCETON JUNCTION | MERCER | 0.020 | 0.367 | | | 0.387 | 79,283.60 | 85,766.28 | 165,049.88 | 162,319.00 | 2,730.88 | | S |
| FASN | 8 | C.R.R.N.J. - ROOSEVELT AVE., CARTERET | MIDDLESEX | 0.120 | 0.180 | | | 0.300 | 39,724.35 | 61,406.05 | 101,130.40 | 19,803.00 | 81,327.40 | | N |
| | | STATE HIGHWAYS COMPLETED IN 1940 | | 29.333 | 0.540 | 2.863 | 16.857 | 49.593 | $2,757,256.70 | $1,082,269.16 | $3,839,525.86 | $1,406,300.75 | $2,433,225.11 | | |
| | | STATE HIGHWAYS CARRIED INTO 1941 | | 13.501 | 0.499 | | 17.441 | 31.441 | $2,643,129.21 | $1,813,980.93 | $4,457,110.14 | $1,329,053.46 | $2,881,560.67 | $246,496.01 | |
| | | SECONDARY PROJECTS COMPLETED IN 1940 | | 0.150 | 0.547 | 4.693 | | 5.390 | $148,038.80 | $177,030.87 | $325,069.67 | $209,547.36 | $115,522.31 | | |
| | | SECONDARY PROJECTS CARRIED INTO 1941 | | 0.017 | | 4.635 | | 4.652 | $35,151.91 | $20,066.56 | $55,221.47 | $3,150.00 | $51,136.56 | $934.91 | |
| | | GRAND TOTAL | | 43.001 | 1.586 | 12.191 | 34.298 | 91.076 | $5,583,579.62 | $6,093,347.52 | $11,676,927.14 | $5,948,051.57 | $5,481,444.65 | $247,430.92 | |

NEW JERSEY STATE HIGHWAY DEPARTMENT

CONSTRUCTION DIVISION

CONTRACTS STARTED IN 1940

| ROUTE | SEC. | LOCATION | COUNTY | TYPE OF PAVEMENT - MILEAGES | | | | TOTAL MILEAGE | ADJUSTED CONTRACT AMOUNTS | | | AMOUNT COMPLETED IN 1940 | AMOUNT TO COMPLETE IN 1941 | DIST. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | CONC. | BIT. CONC. | GRAVEL | GRADING | | ROAD | BRIDGE | TOTAL | | | |
| 1 | 9B | DANFORTH AVE. - HUDSON BOULEVARD | HUDSON | | 1.069 | | | 1.069 | $51,943.27 | | $51,943.27 | $9,471.21 | $42,469.06 | N |
| 23 | 1A | ROUTE 3 TO ROUTE 2 (PAVING) | BERGEN | 1.461 | | | | 1.461 | 223,846.92 | | 223,846.92 | 56,313.00 | 167,533.92 | N |
| 23 | 1B | EMBANKMENT APPROACH TO VIADUCT | BERGEN | | | | 0.379 | 0.379 | 135,941.00 | | 135,941.00 | | 135,941.00 | N |
| 4 | 41 | GORDONS CORNER - BROWNTOWN | MONMOUTH) MIDDLESEX) | 2.800 2.355 | | | | 5.155 | 329,562.82 | $60,039.81 | 389,602.63 | 361,907.31 | 27,695.32 | S |
| 6 | 8A & 8B | LEXINGTON AVE. TO VALLEY ROAD | PASSAIC | 3.131 | | | | 3.131 | 485,626.50 | 57,234.52 | 542,861.02 | 16,025.67 | 526,835.35 | N |
| 6 | 9 | WATER MAIN RELOCATION | PASSAIC ESSEX ) | 0.909 | | | | | 85,665.30 | | 85,663.30 | 51,651.71 | 34,011.59 | N |
| 6 | 11B, 12A | RELOCATION AT PINE BROOK | PASSAIC) | 0.097 | | | | 1.006 | 104,792.22 | | 104,792.22 | 103,634.77 | 1,157.45 | N |
| 6 | 13 | DENVILLE - COBBS CORNER | MORRIS | 2.735 | | | | 2.735 | 357,222.35 | 13,832.42 | 371,054.77 | 348,774.19 | 22,280.58 | N |
| 6 | 13 | UNDERPASS AT D. L. & W. R. R. | MORRIS | | | | | | | 136,381.35 | 136,381.35 | 136,381.35 | | BR |
| 23 | 8B | L. & N. E. R. R. ELIMINATION NEAR SUSSEX | SUSSEX | 0.515 | | | | 0.515 | 114,988.53 | 120,046.28 | 234,968.81 | 157,611.81 | 77,357.00 | N |
| 23 | 12B | TRAFFIC CIRCLE AT PECKS CORNER | MORRIS | 0.105 | | | | 0.105 | 16,188.54 | | 16,188.54 | 12,784.00 | 3,404.54 | N |
| 82A | 3 | ELMORA AVE., ELIZABETH | UNION | | 0.357 | | | 0.357 | 22,417.78 | | 22,417.78 | 22,417.78 | | N |
| 25(1 BRS.) | 1,2,3 | SIGNAL BRIDGES AND LIGHTING | HUDSON | | | | | | 18,537.70 | | 18,537.70 | 18,537.70 | | BR |
| 25 | 5 | SHOULDER PAVING, DAYTON | MIDDLESEX | | 0.641 | | | 0.641 | 23,969.98 | | 23,969.98 | | 23,969.98 | S |
| 25 | 8E | EAST GRAND AVE. TO ELIZABETH (WIDENING) | UNION MERCER ) | 2.337 | | | | 2.337 | 81,456.57 | | 81,456.57 | 80,642.00 | 814.57 | N |
| 25 | 25B,22C | GRANBURY AND NIGHTSTOWN RELOCATION | MIDDLESEX) | ROADSIDE IMPROVEMENT | | | | | 9,896.15 | | 9,896.15 | 9,896.15 | | S |
| 25 | 30C | PASSAIC RIVER BRIDGE DECK AND APPROACHES | HUDSON) ESSEX ) | 0.445 0.445 | | | | 0.890 | 108,943.51 | 135,551.70 | 244,495.21 | 242,527.10 | 1,968.11 | N |
| 28 | 23 | LEBANDALE RELOCATION | HUNTERDON | | | | 1.752 | 1.752 | 232,329.15 | 40,954.50 | 273,283.65 | | 273,283.65 | S |
| 28 | 24 | VAN NIKELEN CORNER TO WHITE HOUSE | HUNTERDON | | | | 3.455 | 3.455 | 173,317.30 | | 173,317.30 | 18,650.00 | 154,667.30 | S |
| 28 | 25 | WHITE HOUSE TO NORTH BRANCH | HUNTERDON) SOMERSET ) | | | | 2.214 2.213 | 4.427 | 202,375.61 | 6,911.72 | 209,287.33 | 85,511.72 | 123,775.61 | S |
| 28 | 26 | | | | | | | | | | | | | |
| 28-29 CONN. | 1 | NORTH BRANCH TO SOMERVILLE | SOMERSET | | | | 2.841 | 2.841 | 106,021.78 | | 106,021.78 | 48,900.00 | 57,121.78 | S |
| 29 | 2D | MORRIS AVE. TO RAHWAY RIVER (DUALIZATION) | UNION | 2.745 | | | | 2.745 | 351,855.16 | 49,144.84 | 401,000.00 | 5,969.63 | 395,030.37 | N |
| 29 | 2E | RAHWAY RIVER - WESTFIELD AVE. | UNION | 1.472 | | | | 1.472 | 285,701.24 | 113,581.05 | 399,285.29 | | 399,285.29 | N |
| 29 | 3B,1C,2D | P. R. R. RAILWAY TO MORRIS AVE. " | UNION | 2.574 | | | | 2.574 | 318,919.61 | | 318,919.61 | 271,650.59 | 47,269.02 | N |
| 29 | 3B & 1C | BRIDGES, VAUXHALL RD., BLOY ST., HILLDALE PLACE AND ELIZABETH RIVER | UNION | | | | | | | 119,561.25 | 119,561.25 | 119,561.25 | | BR |
| 29 | 6A | SOUTH MAIN ST., LAMBERTVILLE | HUNTERDON | 0.697 | | | | 0.697 | 128,245.96 | 7,000.00 | 135,245.96 | 1,750.00 | 133,495.96 | S |
| 33-35 CONN. | 1 | ROUTE 33 TO ASBURY AVE. | MONMOUTH | | | | 2.799 | 2.799 | 22,373.39 | 18,583.11 | 40,956.50 | 40,956.50 | | S |
| 33-35 CONN. | 1 | ROUTE 33 TO ASBURY AVE. " | MONMOUTH | | | 2.799 | | 2.799 | 198,393.67 | | 198,393.67 | 54,300.00 | 144,093.67 | S |
| 35-41 CONN. | | WEST LONG BRANCH CONNECTION | MONMOUTH | | | 2.018 | | 2.018 | 184,336.03 | 6,619.40 | 190,955.43 | 36,866.20 | 154,089.23 | S |
| 35 | 12A,13A | SMITH ST. TO ROUTE 25 | MIDDLESEX | ROADSIDE IMPROVEMENT | | | | | 31,352.25 | | 31,352.25 | 31,352.25 | | S |
| 35 | 12B,13B | SMITH ST. TO GREEN ST. WIDENING | MIDDLESEX | 2.949 | | | | 2.949 | 84,461.60 | | 84,461.60 | 83,500.00 | 961.60 | S |
| 35 | 14 | RARITAN RIVER BRIDGE DECK | MIDDLESEX | | | | | | | 389,049.29 | 389,049.29 | | | BR |
| 35 | 14B | SOUTH APPROACH, RARITAN RIVER BRIDGE | MIDDLESEX | 0.889 | | | | 0.889 | 138,466.16 | 69,537.61 | 208,003.77 | 208,003.77 | | S |
| 35 | 14B | SOUTH APPROACH, RARITAN RIVER BRIDGE | MIDDLESEX | ROADSIDE IMPROVEMENT | | | | | 13,997.02 | | 13,997.02 | 10,850.00 | 3,147.02 | S |
| 39 | 12B,10A | ROUTE 25 TO WHITE HORSE (DUALIZATION) | BURLINGTON) MERCER ) | 2.246 0.579 | | | | 2.825 | 291,959.80 | 55,119.55 | 347,079.35 | 10,816.74 | 336,262.61 | S |
| 41 | 2A & 3A | ROUTE 38 TO KRESSON (DUALIZATION) | BURLINGTON | 6.980 | | | | 6.980 | 181,836.30 | | 181,836.30 | 177,820.00 | 4,016.30 | S |
| 44 | 9 | WESTVILLE - PIERCES CORNER | GLOUCESTER | | | | 3.203 | 3.203 | 206,754.95 | 21,791.00 | 230,545.95 | | 230,545.95 | S |
| 44 | 10 | BRIDGEPORT - NORTONVILLE | GLOUCESTER | 2.873 | | | | 2.873 | 283,132.19 | 17,388.00 | 300,520.19 | 34,538.40 | 265,981.79 | S |
| 45 | | SALEM CREEK | SALEM | | | | | | | 33,273.83 | 33,273.83 | 33,273.83 | | BR |
| 45 | | SOUTH BRANCH OF OLDMANS CREEK | SALEM | | | | | | | 11,952.02 | 11,952.02 | 11,952.02 | | BR |
| 45 | | RACCOON CREEK | GLOUCESTER | | | | | | | 36,059.00 | 36,059.00 | 35,337.82 | 721.18 | BR |
| 49 | 12A | MUDDY RUN | CUMBERLAND | | | | | | | 10,040.98 | 10,040.98 | 10,040.98 | | BR |
| 49 | 16 | SOUTH DENNIS RELOCATION | CAPE MAY | 1.147 | | | | 1.147 | 167,642.24 | 60,027.91 | 227,670.15 | 190,927.91 | 36,742.24 | S |
| 54 | 1 | HAMMONTON TO BUENA | ATLANTIC | | | | 7.165 | 7.165 | 214,719.00 | 12,503.79 | 227,222.79 | 188,166.78 | 39,056.01 | S |
| | | FEDERAL PROJECTS (SECONDARY ROADS) | | | | | | | | | | | | |
| | | STATE HOUSE ENTRY RAMP (NON FEDERAL) | MERCER | 0.042 | | | | 0.042 | 12,099.59 | | 12,099.59 | 12,099.59 | | S |
| | | NEWARK OFFICE BUILDING DRIVES (NON FEDERAL) | ESSEX | 0.215 | | | | 0.215 | 27,660.52 | | 27,660.52 | 27,660.52 | | N |
| FAS | 7C(1) | ALLAMUCHY-HACKETTSTOWN RD., SEC. 2 | WARREN | 3.007 | | | | 3.007 | 159,867.58 | 2,209.70 | 161,477.28 | 144,223.57 | 17,253.71 | N |
| FAS | 14B(1) | STOCKTON-FLEMINGTON ROAD, SECTION 2 | HUNTERDON | | 2.390 | | | 2.390 | 49,064.39 | | 49,064.39 | 4,715.00 | 44,349.39 | S |
| FAS | 15B(1) | TATTLETOWN ROAD, SECTION 2 | SALEM | | | 0.792 | | 0.792 | 3,350.85 | 1,829.12 | 5,179.95 | 5,179.95 | | S |
| FAS | 18A(1) | PITTSTOWN-JUTLAND ROAD, SECTION 2 | HUNTERDON | | 1.340 | | | 1.340 | 21,876.46 | | 21,876.46 | 20,400.00 | 1,476.46 | S |
| FAS | 21A(1) | PENNSVILLE-SALEM ROAD, SECTION 3 | SALEM | 2.386 | | | | 2.386 | 98,141.17 | | 98,141.17 | 98,141.17 | | S |
| FAS | 23A(1) | CUTHBERT ROAD OVER COOPER RIVER | CAMDEN | 0.014 | | | | 0.105 | 8,108.31 | 53,108.38 | 61,216.69 | 61,216.69 | | BR |
| FAS | 9 | TILTON ROAD GRADE ELIM., PENNA.-READING S. L. | ATLANTIC | 0.096 | | 0.091 | | 0.359 | 32,731.22 | 84,637.41 | 117,368.63 | 117,368.63 | | S |
| FAS | 21A(1) | PENNA.-READING S. L. GRADE ELIMS., WEST BERLIN | CAMDEN | 0.022 | | 0.323 | | 0.328 | 22,047.25 | 33,043.43 | 55,090.66 | 16,129.54 | 38,961.12 | S |
| | | STATE HIGHWAY PROJECTS COMPLETED IN 1940 | | 0.889 | 0.357 | | 2.799 | 4.045 | $21,343.43 | $728,299.41 | $971,342.87 | $971,342.87 | | |
| | | STATE HIGHWAY PROJECTS CARRIED INTO 1941 | | 41.597 | 1.713 | 4.817 | 23.220 | 71.347 | $6,048,078.12 | $813,808.49 | $6,861,886.61 | $2,996,841.56 | $3,865,045.05 | |
| | | SECONDARY PROJECTS COMPLETED IN 1940 | | 2.693 | | 1.206 | | 3.899 | $182,371.64 | $139,571.91 | $321,943.55 | $321,943.55 | | |
| | | SECONDARY PROJECTS CARRIED INTO 1941 | | 3.029 | 3.730 | 0.306 | | 7.065 | $252,255.66 | $35,253.13 | $287,508.79 | $185,468.11 | $102,040.68 | |
| | | GRAND TOTAL | | 48.208 | 5.800 | 6.329 | 26.019 | 86.356 | $6,725,748.85 | $1,716,935.97 | $8,442,684.82 | $4,475,599.09 | $3,967,085.73 | |

# * A N N U A L  R E P O R T *

YEAR 1940.

STATE HIGHWAY DEPARTMENT

NORTHERN DISTRICT

C. A. Burn, District Engineer.

Annual Report,
Northern District

Mr. C. F. Bedwell,
Construction Engineer,
Trenton, N. J.

Dear Sir:--

I am submitting herewith the Annual Report of the Northern Construction District for the year 1940.

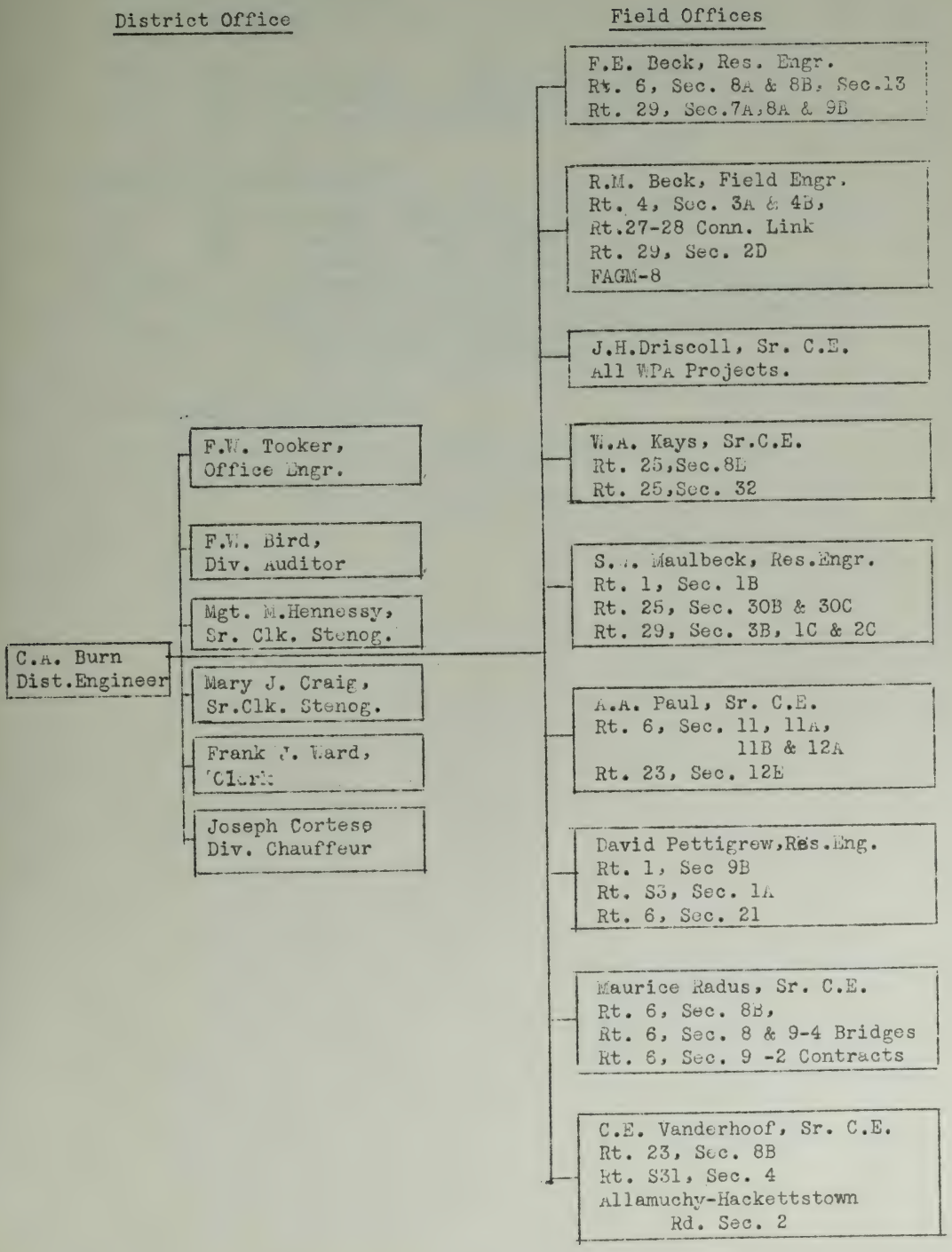
Yours very truly,

C. A. Burn,
DISTRICT ENGINEER.

MMH

* ORGANIZATION CHART *

Northern Construction District 1940.



## PROJECTS COMPLETED IN 1940.

### Contracts let in 1938.

| Route | Section | |
|---|---|---|
| 1 | 1B | D.L.& W.R.R.Bridge Approaches. Tonnele Ave.,Jersey City |
| 6 | 8B | Valley Rd. to Hazel Ave. |

### Contracts let in 1939.

| | | |
|---|---|---|
| 4 | 3A & 4B | Fort Lee to Route 2 |
| 6 | 21 | Denville Relocation |
| 25 | 30B | Passaic River Bridge Approaches |
| 27-28 | | Connecting Link,Westfield Ave.Elizabeth |
| 29 | 7A,8A,9B | Widening,Chimney Rock-West End Ave. |
| FAGM | 8 | C.R.R. of N.J.Roosevelt Ave. Grade Crossing Elimination |

### Contracts let in 1940.

| | | |
|---|---|---|
| Newark | | Garage & Office Bldg.Entrance & Driveway Paving. |
| S24 | 3 | Elmora Ave.,Elizabeth |

## NORTHERN CONSTRUCTION DISTRICT - CONTRACTS COMPLETED IN 1940.

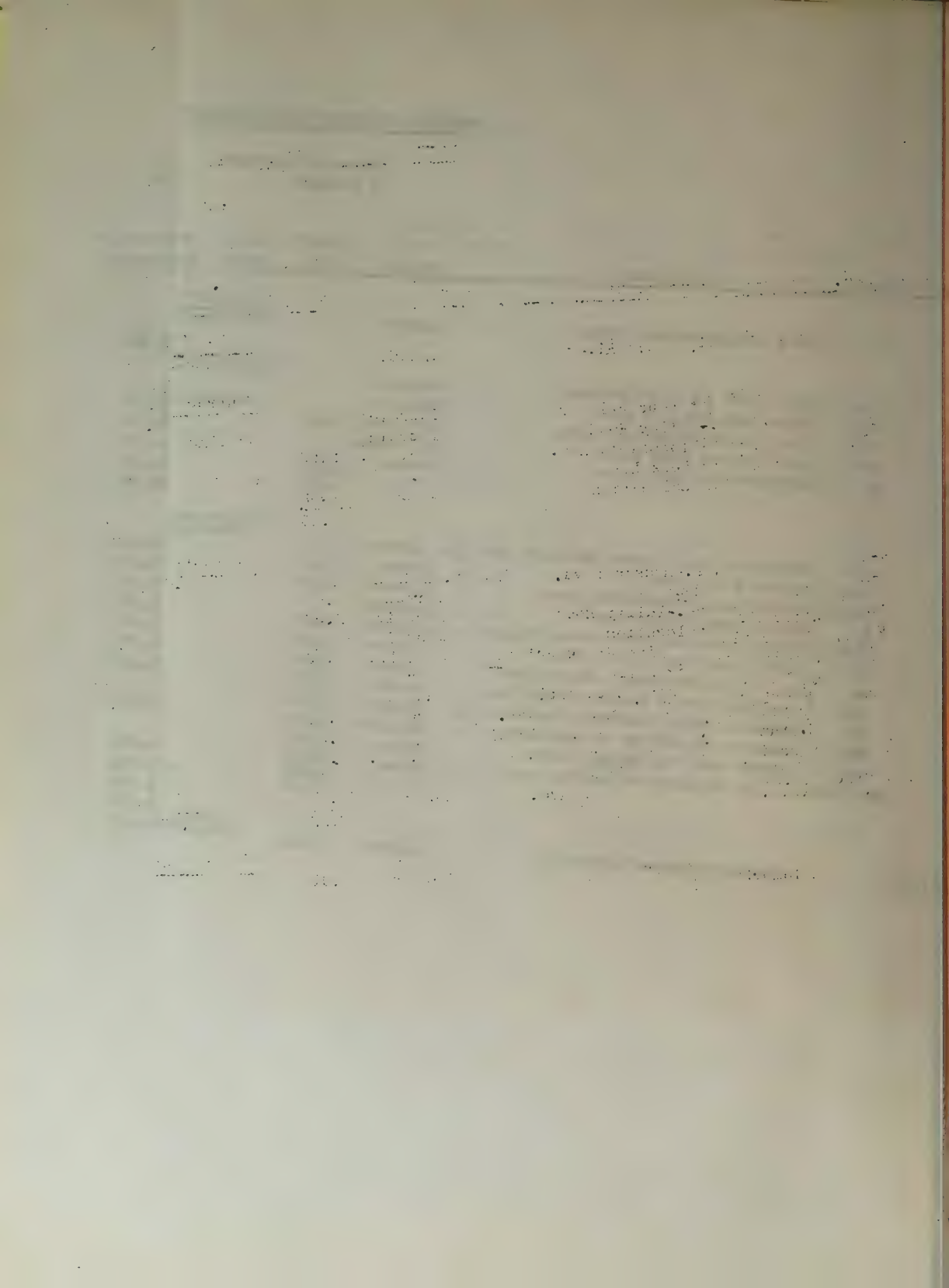
| Route | Sec. | Local Name | County | Type of Pavement & Mileage: Reinf. Conc. | Bit. Conc. | Mac-adam | Gran. Block | Total | Adjusted Contract Amount | Amt. Completed 1938 & 1939 | Amount Completed 1940 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | CONTRACTS LET IN 1938 | | | | | | |
| 1 | 1B | Tonnele Ave. D.L. & W.R.R. Bridge & Approaches | Hudson | 0.06 | | | | 0.06 | 12,186.19 | 12,070.17 | 116.02 |
| 6 | 8B | Valley Rd. to Hazel Ave. | Passaic | | Grading Only | | | | 134,335.40 | 132,315.58 | 2,019.82 |
| | | | | 0.06 | | | | 0.06 | 146,521.59 | 144,385.75 | 2,135.84 |
| | | | | | CONTRACTS LET IN 1939 | | | | | | |
| 4 | 3A & 4B | Fort Lee to Route 2 | Bergen | 7.23 | | | | 7.23 | 223,591.50 | 223,425.42 | 166.08 |
| 6 | 21 | Denville Relocation | Morris | | Grading Only | | | | 50,878.14 | 25,000.00 | 25,878.14 |
| 25 | 30B | Passaic Riv.Br.Approaches | Hud.&Essex | 0.74 | | | | 0.74 | 128,588.71 | 108,108.35 | 20,480.36 |
| 27-28 | 1 | Conn.Link,Westfield Ave., | Union | | 0.51 | | | 0.51 | 31,039.23 | 2,800.00 | 28,239.23 |
| 29 | 7A,8A,9B | Chimney Rock Rd.-West End Av. | Som. | 6.14 | | | | 6.14 | 474,537.89 | 466,029.24 | 8,508.65 |
| | | | | 14.11 | 0.51 | | | 14.62 | 908,635.47 | 825,363.01 | 83,272.46 |
| | | | | | GRADE CROSSING ELIMINATION | | | | | | |
| FAGM-8 | | Roosevelt Ave.,Carteret | Middlesex | 0.12 | 0.18 | | | 0.30 | 39,724.35 | | 39,724.35 |
| | | | | | CONTRACTS LET IN 1940 | | | | | | |
| S-24 | 3 | Elmora Ave.,Elizabeth | Union | | 0.36 | | | 0.36 | 22,417.78 | | 22,417.78 |
| Newark Garage Drives & Parking Area at Routes 21, 25 & 29 | | | Essex | 0.22 | | | | 0.22 | 27,660.52 | | 27,660.52 |
| | | | | 0.22 | 0.36 | | | 0.58 | 50,078.30 | | 50,078.30 |

## CONTRACTS CARRIED INTO 1941.

| Route | Sec. | Local Name | Percentage Completed |
|---|---|---|---|
| | | **Contracts let in 1938** | |
| 6 | 11 | Troy Brook-Passaic River | 98.80 |
| | | **Contracts let in 1939** | |
| 6 | 8 & 9 | Roadwaywork at Four Bridges | 99.00 |
| 6 | 9 | Union Ave.-Valley Road | 84.00 |
| 6 | 11A | Troy Brook-Bloomfield Ave. | 93.50 |
| 25 | 32 | Port St. to Neck Lane | 88.00 |
| S31 | 4 | Branchville Relocation | 99.00 |
| | | **Contracts let in 1940** | |
| 1 | 9B | Danforth Ave.-Hudson Blvd. at 63rd | 18.20 |
| S3 | 1A | Route 3 to Route 2 | 25.20 |
| 6 | 8A&9B | Lexington Ave.-Valley Rd. | 3.30 |
| 6 | 9 | Water Main Relocation | 60.00 |
| 6 | 11B-12A | Relocation at Pine Brook Bridge | 98.90 |
| 6 | 13 | Parsippany-Troy Hills Twp. | 93.76 |
| 23 | 8B | L.& N.E.R.R.Crossing Elimination | 58.32 |
| 23 | 12E | Traffic Circle Revision at Peck's Corner | 78.60 |
| 25 | 8-E | E.Grand Ave.-Elizabeth Traffic Circle | 99.00 |
| 25 | 30C | Passaic River Br.& Approaches | 99.20 |
| 29 | 2D | Morris Ave.to Rahway River | 1.70 |
| 29 | 3B,1C,2C | P.S.E.Railway to Morris Ave. | 84.50 |
| County Rd. 2 | | Allamuchy-Hackettstown Rd. | 89.31 |

## NORTHERN CONSTRUCTION DISTRICT - PROJECTS UNCOMPLETED END OF 1940.

| Route | Sec. | Local Name | County | Type of Pavement & Mileage: Reinf. Conc. | Bit. Conc. | Mac-adam | Gran. Block | Total | Adjusted Contract Amount | Amt.Completed 1938,1939,1940 | Amount Carried to 1941 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Contracts Let in 1938 | | | | | | |
| | 11 | Troy Brook-Passaic River | Morris | | Grading Only | | | | 133,959.53 | 132,315.58 | 1,643.95 |
| | | | | | Contracts Let in 1939 | | | | | | |
| | 8 & 9 | Road Work at Four Bridges | Passaic | | | | | | 230,520.50 | 226,930.19 | 3,590.31 |
| | 9 | Union Ave.-Valley Road | Passaic | | Grading Only | | | | 234,013.29 | 197,613.83 | 36,399.46 |
| | 11A | Troy Brook-Bloomfield Ave. | Mor.&Es. | 2.93 | | | | 2.93 | 369,477.57 | 345,462.10 | 24,015.47 |
| | 32 | Fort St. to Neck Lane | Es.&Union | | Grading Only | | | | 379,927.81 | 334,932.11 | 44,995.70 |
| S-31 | 4 | Branchville Relocation | Sussex | 1.52 | | | | 1.52 | 242,103.60 | 238,266.61 | 3,836.99 |
| | | | | 4.45 | | | | 4.45 | 1,456,042.77 | 1,343,204.84 | 112,837.93 |
| | | | | | Contracts Let in 1940 | | | | | | |
| 1 | 9-B | Danforth Ave.-Hudson Blvd.at 63rd St. | Hudson | | 1.07 | | | 1.07 | 51,943.27 | 9,474.21 | 42,469.06 |
| S-3 | 1-A | Route 3 to Route 2 | Bergen | 1.46 | | | | 1.46 | 223,846.92 | 56,313.00 | 167,533.92 |
| | 8A&8B | Lexington Ave.-Valley Road | Passaic | 2.97 | | | | 2.97 | 485,626.50 | 16,025.67 | 469,600.83 |
| | 9 | Water Main Relocation | Passaic | | | | | | 85,663.30 | 51,651.71 | 34,011.59 |
| | 11B&12A | Relocation at Pine Brook Bridge | Mor.&Es. | 0.95 | | | | 0.95 | 104,792.22 | 103,634.77 | 1,157.45 |
| | 13 | Parsippany-Troy Hills Twp. | Morris | 2.74 | | | | 2.74 | 357,222.35 | 334,941.77 | 22,280.58 |
| | 8B | L& J E R.R.Crossing Elimination | Sussex | 0.45 | | | | 0.45 | 114,922.53 | 51,971.09 | 62,951.44 |
| | 12E | Traffic Circle Rev.at Pecks Cor. | Morris | 0.11 | | | | 0.11 | 16,188.54 | 12,724.00 | 3,464.54 |
| | 8E | E.Grand Ave.-Elizabeth Traffic Cir. | Union | 2.34 | | | | 2.34 | 81,456.57 | 80,642.00 | 814.57 |
| | 30C | Passaic Riv.Bridge & Approaches | Hud.&Es. | 0.89 | | | | 0.89 | 108,943.51 | 108,131.95 | 811.56 |
| | 2-D | Morris Ave. to Rahway River | Union | 2.75 | | | | 2.75 | 351,855.16 | 5,969.63 | 345,885.53 |
| | 3B,1C&2C | P.S.E. Railway to Morris Ave. | Union | 2.57 | | | | 2.57 | 318,919.61 | 271,650.59 | 47,269.02 |
| | | | | 17.23 | | 1.07 | | 18.30 | 2,301,380.48 | 1,103,130.39 | 1,198,250.09 |
| | | | | | County Road | | | | | | |
| FAS-7C(1) | 2 | Allamuchy-Hackettstown Rd. | Warren | 3.01 | | | | 3.01 | 159,267.58 | 142,013.87 | 17,253.71 |



SUMMARY OF ROAD CONSTRUCTION PERFORMED IN THE NORTHERN DISTRICT ON THE NEW JERSEY STATE HIGHWAY SYSTEM DURING 1940

| | Pavement & Mileage | | | | | |
|---|---|---|---|---|---|---|
| | Reinf. Conc | Bit. Conc. | Mac-adam | Gran. Block | Total | Contract Value of Work Performed in 1940. |
| CONTRACT WORK STARTED IN 1938 - COMPLETED IN 1940 | 0.06 | | | | 0.06 | 2,135.84 |
| " " " " 1939 - " " 1940 | 14.11 | 0.51 | | | 14.62 | 83,272.46 |
| GRADE CROSS. ELIM. WORK STARTED IN 1939 - COMPLETED IN 1940 | 0.12 | 0.18 | | | 0.30 | 39,724.35 |
| CONTRACT WORK STARTED IN 1940 - COMPLETED IN 1940 | 0.22 | 0.36 | | | 0.58 | 50,078.30 |
| CONTRACT WORK STARTED IN 1939 - UNCOMPLETED IN 1940 | 4.45 | | | | 4.45 | 787,080.98 |
| CONTRACT WORK STARTED IN 1940 - UNCOMPLETED IN 1940 | 17.23 | 1.07 | | | 18.30 | 1,103,130.39 |
| COUNTY ROAD WORK STARTED IN 1940 - UNCOMPLETED IN 1940 | 3.01 | | | | 3.01 | 142,013.87 |
| | 39.20 | 2.12 | | | 41.32 | 2,207,436.19 |

Route #1, Section 1-B, Tonnelle Ave., D.L.& W.R.R.

Bridge and Approaches.

Federal Aid Project F.A.G.M. 118-C (2)

| | | |
|---|---|---|
| Jersey City | | Hudson County. |
| General Contractor: | | J.P. Burns. |
| Bonding Company: | | Seaboard Surety Co. |
| Resident Engineer: | | S.W.Maulbeck. |
| Length of Project: | | 450.18' or 0.085 mi. |
| Length,type & depth of pavement: | | |
| 10" R.C.Pavement | 338.88 l.f. | |
| Bridge | 111.30 l.f. | |
| | 450.18 l.f. | |
| Widths paved: | | 50' |
| Widths graded: | | 75' |
| Plans and specifications approved by S.H.C. | | Oct.7,1938. |
| Contract awarded: | | Oct.28,1938. |
| Date contract executed: | | Nov. 2,1938. |
| Contract date for starting work: | | Dec.15,1938. |
| Date work actually started: | | Nov.18,1938. |
| Contract time for completion: | | 180 working days. |
| Time used for completion: | | 220 " " |
| Excess time used: | | 40 " " |
| Extensions granted: | | None to date. |
| Date work completed: (final) | | June 8, 1940. |
| Total amount of original contract: | (incl.Bridge) | 99,474.75 |
| " " " " " | (road ) | 11,919.85 |
| Total amount extras: | | 2,637.19 |
| " " reductions: | | 2,370.85 |
| Adjusted contract amount (final) road | | 12,186.19 |

Contract for this project being let in 1938 is described in the report for that year. Work carried over and completed in 1940 consisted of seeding slopes and shoulders and replacing topsoil that washed away during the Winter.

Route #1, Sec. 9B, Danforth Ave.to Hudson Co.Blvd.

at 63rd Street,

W.P.A. Project 1014-9-37, P-52.

In the Cities of Bayonne and Jersey City. Hudson Co.

| | |
|---|---|
| General Contractor: | J.P.Burns. |
| Bonding Company: | Seaboard Surety Co. |
| Resident Engineer: | David Pettigrew. |

| | |
|---|---|
| Length of Project: | 5642 feet - 1.069 mi. |
| Length of W.P.A.Project: | 5642 feet - 1.069 mi. |
| Grading,Drainage & Paving (3" Pen.with 1" A or T Top) | |
| Length and widths: | 232+49 to 281+65 - 40' Pav't-10' shoulder. |
| | 281+65 to 288+79 - 40' Pav't-10' sidewalk (west 63rd St.Bayonne). |
| Right of Way: | 120 feet-80 feet - 60 feet. |

| | |
|---|---|
| Plans & Specifications approved by S.H.C. | July 31,1940. |
| Date contract awarded: | Sept.10,1940. |
| Date contract executed: | Sept.14,1940. |
| Contract date for starting: | Sept.28,1940. |
| Date work actually sta rted: | Sept.25,1940. |
| Contract time for completion: | 80 working days. |
| Time consumed to date: | 48½ working days. |
| Total man-hours in contract: | 72,735 |
| Total man-hours consumed to date: | 34,482 |
| Percentage of man-hours used to date: | 47% |

| | |
|---|---|
| Original contract amount: | 51,943.27 |
| Valu of work completed to date: | 9,474.21 |
| Percentage of work completed to date: | 18.2% |

This section is from Danforth Ave. (Route #1) to the Hudson County Boulevard at 63rd St. Bayonne and designed to facilitate traffic conditions to Bayonne and the lower part of Hudson County. Work was started on September 25, 1940, the contractor installing most of the drainage structures and practically all the borrow and excava tion during 1940. As work progressed and bad weather conditions became acute in December, it was deemed advisable to delay paving operations until the Spring construction season in 1941. This project is one of the W.P.A. - State Highway Program designed to give employment to men on relief rolls. This project has given an average employment to 80 men daily. As working days are not counted between January 1st and May 1, 1941, it is proposed to stop this work during the cold weather of January and February 1941 thereby saving man-hours and complete the work when the spring construction season starts in 1941. The pavement on this section is of a temporary nature and consists of 5" macadam foundation, 3" penetration, and 1" A or T surface.

Route S-3, Section 1-A, Route 3 to Route #2,

Non-Federal Aid
Borough of Rutherford and East Rutherford, Bergen Co.

| | |
|---|---|
| General Contractors: | LaFera-Grecco Cont.Co. |
| Bonding Company: | Standard Accident Ins. |
| Resident Engineer: | David Pettigrew. |
| Length of Project: | 7716 feet - 1.461 mi. |
| Grading, Drainage and Pavement (10" R.C.Pavement) Length, & Width: | 48'of pavement,6'island 10'shoulders,120'total graded width,38 and 20'of pavement on ramps. |
| Right of Way: | 120' wide. |
| Plans & Specifications approved by S.H.C. | July 31,1940. |
| Date contract awarded: | Aug. 20,1940. |
| Date contract executed: | Aug. 23,1940. |
| Contract date for starting: | Sept.19,1940. |
| Date work actually started: | Sept. 3,1940. |
| Contract time for completion: | 120 working days. |
| Time consumed to date: | 42¾ " " |
| Original contract amount: | 223,155.83 |
| Amount of supplementals and extras; | 691.09 |
| Adjusted amount of contract: | 223,846.92 |
| Value of work completed to date: | 56,313.00 |
| Percentage of work completed to date: | 25.2% |

Contract date for starting this section of Route S-3 was September 19, 1940 but actual work started on the west side on September 3rd, with grading and drainage operations. Concrete pavement was placed on the west side starting on November 7, 1940 and ended on November 23, 1940. This section of Route S-3 is designed to expedite traffic from the northern part of Essex County and the west parts of Passaic County and Bergen County to the Lincoln Tunnel. This link between Route #2 and Route #3 is across the Hackensack Meadows and involves the excavation of meadow muck and the widening of the fill area by using the overburdened material placed under a previous contract in 1938 and 1939. Work has progressed through the fall and winter months until practically all of the grading operations are completed. As no working days are counted from Dec .1,1940 until May 1, 1941 the balance of the paving operations on the east side will be deferred until the Spring construction season starts in 1941.

Route #4, Sec. 3-A & 4-B, Widening

Fort Lee to Route 2 Bergen County.

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General Contractor: LaFera-Grecco Cont.Co.
Bonding Company: Century Indemnity Co.
Engineer in cha rge: R.M.Beck.

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Length of Project: 38,198 lin.ft.-7.234 mi.
Width,Type of pavement:
27264 lin.ft. 10" Single Line R.C.Pavement
100 lin.ft. 18" Bridge Approach Slabs.
379 lin.ft. 10" Double line R.C.Pavement
27743 " " Total.

Widths: Paved one 6' lane of 10" single line R.C.Pavement on each side of existing 40' pavement and widened intersections.
Paved 70' wide on the approaches of Kinderkamack Rd. and the Hackensack River Bridges.

Widths: Pavement: 52' 70' 80'
Graded: 100'
R.O.W. 100'

Shoulders: Improved dirty stone 9' wide average depth 6".

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| | |
|---|---|
| Plans and specifications approved by S.H.C. | Dec. 9, 1938. |
| Date contract awarded: | Dec.30,1938. |
| Date contract executed: | Jan. 6,1939. |
| Contract date for starting work: | Apr.15,1939. |
| Date work actually started: | Apr.17,1939. |
| Contract time for completion: | 90 working days. |
| Extensions granted: | 65 " " |
| Total working days used: | 144½ " " |
| Date of completion: | June 7, 1940. |
| Accepted by S.H.C. | July 16, 1940. |

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| | |
|---|---|
| Total amount of original contract: | 218,951.78 |
| Extra work: | 18,968.17 |
| Reductions: | 14,328.45 |
| Revised contract amount: - Final | 223,591.50 |

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This project was fully described in the 1939 Annual Report and the major portion of the work was completed during the year 1939. Seeding of topsoiled areas was performed during the current year, which was the only work done.

Route #6, Sec. 8 & 9, Roadway work Four Bridges.

Overpass at Lower Notch Road, Underpass at Mountain Ave.
Overpass at Valley Road, Overpass at Route S-3 Westbound,
In the Township of Little Falls, Boro of West Paterson.

City of Clifton, Passaic County.

| | |
|---|---|
| General Contractor: | Geo.M.Brewster & Son Inc. |
| Bonding Company: | U.S.Guarantee Co. |
| Sub-contractor: Curb & Sidewalk: | Frapaul Construction Co. |
| Engineer in charge: Road work: | Maurice Radus. |

| | |
|---|---|
| Length of Project: | Four bridge sites & connecting Ramps and Streets. |
| Type of Pavement: | 6001' 10" R.C.Pavement |
| | 100 ' 18" Br.App.Slabs |
| | 187 ' F.A.B.C.-1 on 7" Mac. Found. |
| | 1691' FABC-1 on 7" Bit.Pen. Mac. |

| | |
|---|---|
| Plans and specifications approved by S.H.C. | March 21,1939. |
| Date contract awarded: | April 18,1939. |
| Date contract executed: | April 20,1939. |
| Contract date for starting work: | April 24,1939. |
| Date actually started: Road work: | April 26,1939. |
| Contract time for completion: | 250 Calendar da. |
| Calendar days used to date: | 250 " " |
| Extensions granted: | 105 working days . |
| Working days used to date on extension: | 69 " " |
| Working days remaining: | 36 " " |
| Percentage completed to da te: | 99% |
| Accepted by S.H.C. Semi-final | December 17,1940. |

| | |
|---|---|
| Original contract amount: | 314,404.32 |
| " " " Bridges: | 186,413.55 |
| Total amount of original contract; Road | 127,990.77 |
| Extra work & Supplemental Agreements " | 107,436.35 |
| Reductions: | 4,906.62 |
| Adjusted contract amount: | 230,520.50 |
| Amount of contract completed to date: | 226,930.19 |
| Amount to be completed: | 3,590.31 |

A complete description of this Contract was given in the 1939 Annual Report. Due to drainage conditions and heavy traffic during the past winter it was found necessary to surface macadam pavement with FABC-1 and construct additional drainage in the vicinity of Great Notch Intersection. Also in order to prevent washing of fills and slopes east of Valley Road and to improve traffic conditions the fill was completed, concrete pavement curb, drainage and other incidental work was done. This work was started in July 1940 and is now complete with the exception of precast curb, and other incidental work which is to be completed in the Spring of 1941.

Route #6, Sec. 8A & 8B, Lexington Ave.-Valley Rd.

Federal Aid Project 131 G (2)

City of Clifton — Passaic Co.

| | |
|---|---|
| General Contractor: | LaFera-Grecco Cont.Co. |
| Bonding Company: | Standard Accident Ins. |
| Engineer in charge: | I. E. Beck. |
| Length of Project: | 16,534.29' - 3.131 mi. |
| Fed. Aid Length of Project: | 16,007.72 - 3.031 " |
| Lengths, Types & Depts of Pav't: | 15,431.72 -10" P.C.<br>250 18" Br.App.Slabs<br>526.57 Bridges (exist.)<br>326. Extg Pav't (center island const.) |
| | 16,534.29' |
| Ramps & Intersections: | Variable. |
| Center Island: | 6'- 19.5' in width. |
| R. of W. 116' & slope rights-Wider at | ramps & intersections. |
| Shoulders: | 1700' Improved 10' & variable. |
| Subgrade: | Sand, Clay & red sand- |
| Main Highway: | 24'-32' Conc. stone. |

| | |
|---|---|
| Plans and specifications approved by S.H.C. | Sept. 24,1940. |
| Date contract awarded: | Oct. 15,1940. |
| Date contract executed: | Oct. 18,1940. |
| Contract date for starting work: | Nov. 7,1940. |
| Date actually started: | Nov. 18,1940. |
| Contract time for completion: | 140 working days. |
| Total days used to Dec. 1, 1940. | 4 " " |

| | |
|---|---|
| Amount of total contract: | 538,800.00 |
| " " " bridge items: | 53,173.50 |
| " " " road contract: | 485,626.50 |
| Percentage completed to Dec.31,1940: | 3.3% |

This project provides for paving from Lexington Ave. to Valley Road a distance of 3.131 miles over new right of way except for a short distance where Piaget Ave. is widened and utilized. Under previous contracts the bridges for all overpasses and underpasses were constructed and the right of way graded for paving, including various ramps. Paving was started November 22nd, but only three days were completed when adverse weather conditions forces cessation of this work. It is proposed to construct all drainage items and retaining wall during Winter months.

Route #6, Section 8-B, Valley Rd.-Hazel Rd.,Clifton

U.S. Works Progress Admin.Proj. 1014-16-7 P-20

In the City of Clifton and the County of Passaic.

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| | |
|---|---|
| General Contractor: | Geo. M.Brewster & Son Inc. |
| Bonding Company : | Aetna Casualty & Surety Co. |
| Engineer in charge: | Maurice Radus. |

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| | |
|---|---|
| Length of Project: | Extended to 7746 ft - 1.467 miles |
| W.P.A.Length of Proj. | " " 7746 ft.- 1.467 miles |
| Main Highway: | Grading only. |
| Ramps & Intersections: | " " |
| Widths: | Cuts graded 66' to 92' |
| | Fills " 66' to 92' |
| | Intersections graded to various widths as req. |
| Right of Way width is 116' plus sl at | ope rights, varying in width intersections and ramps. |
| Shoulders: | Graded: 10' & variable |
| Subgrade: | Earth, clay and red sandstone |

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| | |
|---|---|
| Plans and specifications approved by S.H.C. | May 3, 1938. |
| Date contract awarded: | May 24,1938. |
| Date contract executed: | June 1, 1938. |
| Contract date for starting work: | June 26,1938. |
| Date work actually started: | June 16, 1938. |
| Contract time for completion: | 200 working days. |
| Extensions granted: | 89 " " |
| Total working days used: | 282 " " |
| Contract completed: | June 27, 1940. |
| Accepted by State Highway Comm. | July 1, 1940. |

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| | |
|---|---|
| Amount of original contract: | 98,826.14 |
| Amount of reductions. | 11,582.00 |
| Amount of extra work: | 47,091.26 |
| Adjusted contract amount: Final Estimate | 134,335.40 |

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Bridges under separate contracts were construc ted at Van Houten Ave., Grove St.,Broad St. and the Newark Branch of the Erie R.R. A large reinforced concrete culvert was constructed by the Contractor to carry a stream at Sta. 234+75 under an extra with the Bridge Division.

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A complete description of the work to be done under this contract is given in the 1938 Annual Report. This project was practically completed last year, excepting for a small amount of drainage work and reshaping of some washed slopes which were completed this year.

Route #6, Section #9, Union Ave. to Valley Road,

U. S. Works Progress Administration Proj. No. 1014-16-42 P-28

In the Boro of Totowa, Township of Little Falls, Boro of West Paterson and City of Clifton. Passaic County.

| | |
|---|---|
| General Contractor: | Santaniello Bros. |
| Bonding Company: | Aetna Casualty & Surety |
| Engineer in charge: | Maurice Radus. |
| Length of Project: | 13075.39'-2.476 miles |
| Length, Types & Depths of pavements: Main Highway | Grading and drainage. |
| Ramps & Intersections: | Grading & Drainage with the exception of Lower Notch Road which is relocated and paved for a distance of 1120' with 7" Pen. Mac. Pavement. |
| Widths: | Rock Cuts graded 118' 128'. Earth cuts & fills graded 126'-136' |
| R.O.W. is 150' plus slope rights: | Wider at ramps and inter. |
| Shoulders: | Graded: 10'. |
| Subgrade: | Earth, clay, trap rock & red sand stone. |

| | |
|---|---|
| Plans & Specifications approved by S.H.C. | Sept. 6, 1939. |
| Date contract awarded: | Oct. 13, 1939. |
| Date contract executed: | Oct. 17, 1939. |
| Contract date for starting work: | Nov. 5, 1939. |
| Date work actually started: | Oct. 30, 1939. |
| Contract time for completion: | 240 Working days. |
| Extensions granted: | 10 " " |
| Total working days used to date: | 249½ " " |
| Percentage completed to date: | 84% |

| | |
|---|---|
| Total amount of original contract: (incl. Bridges) | 249,419.19 |
| Minus Bridge: | 16,493.50 |
| Total amount of original contract: (Road Items) | 232,925.69 |
| Amount of extras & Supplementals: | 1,087.60 |
| Amount of reductions: | None. |
| Adjusted contract amount: | 234,013.29 |
| Amount of contract completed to date: | 197,613.83 |
| Amount of contract to be completed: | 36,399.46 |

A complete description of this contract was given in the 1939 Annual Report. Contractor proceeded with excavating rock and earth, drainage and culverts, though progress was slow due to the seve re winter. Borrow operations were started in June and continued until late in November. Most of the grading work is now completed. An unusual rock formation was encountered west of the Passaic River which delayed operations considerably. Some drainage and most of the Topsoiling and Seeding remain to be completed in the Spring of 1941.

Route #6, Sec. 9, Valley Road, Clifton-Little Falls Sta.

Relocation and Reconstruction of Newark and Passaic Valley Water Mains, at McBride Ave., Lower Notch Rd. & Notch Rd. in the Township of Little Falls and Boro of West Paterson, Passaic Co.

| | |
|---|---|
| General Contractor: | Santaniello Bros. |
| Bonding Company: | Aetna Casualty & Surety Co. |
| Engineer in charge: | Maurice Radus. |

| | |
|---|---|
| Length of Project: | 3 locations as listed above |
| Types and sizes of water mains: | 1250'42" Elec. Weld. Steel Pipe. |
| | 1050'48" " " " " |
| | 1590'51" " " " " |

| | |
|---|---|
| Plans and specifications approved by S.H.C. | April 30,1940. |
| Date contract awarded: | May 28,1940. |
| Date contract executed: | June 4,1940. |
| Contract date for starting work: | Sept. 9,1940. |
| Date actually started: | Sept. 11,1940. |
| Contract time for completion: | 90 working days. |
| Working days used to date: | 65½ " " |
| Working days remaining in contract: | 26½ " " |
| Percentage completed to date: | 60%. |

| | |
|---|---|
| Total amount of original contract: | 85,663.30 |
| Extra work & Supplemental Agreements: | none. |
| Reductions: | none. |
| Adjusted contract amount: | 85,663.30 |
| Amount of contract completed to date: | 51,651.71 |
| Amount of contract to be completed: | 34,011.59 |

This is a non-Federal Aid Project, providing for the relocation and reconstruction of Newark and Passaic Valley Water Mains which are interfered with by new Highway construction at McBride Ave., Lower Notch Rd. and Notch Road. The work consists of removing old mains and replacing same with new mains at new locations and grades. This contract was let in May but due to delay by pipe manufacturers work did not start until September 11, 1940. Work at McBride Ave. and Lower Notch Rd. has been completed together with the 42" line at Notch Rd. The 48" main at Notch Rd. is now under construction, and the 51" main and incidental work remains to be completed.

Route #6, Sec. 11, Troy Brook to Passaic River

Federal Aid Project No. 88-D.

In the Townships of Parsippany, Troy Hills and Montville,

Morris County.

| | |
|---|---|
| General Contractor: | Gray Construction Co. |
| Bonding Company: | U.S.Fid. & Guaranty Co. |
| Sub-contractors: | None. |
| Engineer in charge: | A.A. Paul. |
| Length of Project: | 13650 l.f. - 2.585 mi. |
| Length of F.A.Project 88-D | 13030 " - 2.468 " |
| Type of pavement: | None, Grading & Drainage |
| Graded: | 80' |
| Right of Way: | 120' |
| Subgrade: | Sand and gravel. |
| Plans & Specifications approved by S.H.C. | Dec. 7, 1937. |
| Date contract awarded: | Jan.11, 1938. |
| Date contract executed: | Jan.26, 1938. |
| Contract date for starting work: | Feb. 5, 1938. |
| Date Work actually started: | Jan.19,1938. |
| Contract time for completion: | 130 working days after May 1,1938 |
| Extensions granted: | 26 " days |
| Total working days used: | 156 " " |
| Date contract completed semi-final: | June 22, 1939. |
| Accepted by State Highway Comm'r: | August 22,1939. |
| Total Amount of original contract: | 125,626.64 |
| Amount of extra & supplemental work: | 11,327.58 |
| Amount of reductions: | 2,994.69 |
| Adjusted semi-final contract amount: | 133,959.53 |
| Amount retained on semi-final estimate: | 1,643.95 |

A complete description of this project was given in the 1938 Annual Report. This project was completed in 1939 with the exception of an amount equivalent to $0.05 per sq.yd. which was retained to cover the cost of re-seeding the areas where the grass failed to grow due to extremely dry hot weather. It was planned to do this work after the completion of the paving contract on Route #6, Section 11-A. This contract however has not, as yet, been completed due to delay in completion of the bridge work and other factors, consquently the reseeding must again be deferred and will probably be completed in the Spring of 1941.

Route #6, Sec. 11-A, Troy Brook-Bloomfield Ave.

F.A. Project No. 88-D (2).

In the Tow nship of Parsippany, Troy Hills, Montville and Caldwell.

| Morris and | Essex Counties. |
|---|---|
| General Contractor: | Gray Construction Co. |
| Bonding Company: | Seaboard Surety Co. |
| Sub-contractors: | Pasquale Camillo. |
| Bonding Company: | Globe Indemnity Co. |
| Engineer in charge: | A. A. Paul. |
| Length of Project Inc.Bridges: | 15966.67' - 3.024 mi. |
| " " " Exc. " | 15465.19' - 2.929 " |
| Length of F.A.Proj. No. 88-D (2) | 13759.12' - 2.605 " |

Pavement: Length, Type, Depths.

Main Highway

14,758.22' of 10" R.C.Pavement Surface.
250.00' of 18" R.C.Bridge Appr. Slabs.
595.00'± Bridges.
15,603.22' Total.

Intersections.

1,560'± of 7" Hot App.Pen.Macadam Pavement.
375'± of 10" R.C.Pavement Surface.

Widths: Main Highway-40',64' and 22' eastbound,26' westboundon Bloomfield Ave. Grade Separation Pav't.
Intersections- 15',20',30'24' pavement.
Graded Widths- 80 to 120'
Right of way- 120' plus variable additional width at Bloomfield Ave.Intersection & Grade Separation.

Shoulders: Improved shoulders 8" aver.thickness,2'wide on each side of center line island & 10' on each side of pavement.

Subgrade: Sand and gravel.
18" layer of bank run gravel throuhout.

Curbs:
6469' of 18.25" Precast Conc.Curb. Type R.S.
458' of 18.25" Reset Procast Conc.Curb Type R.S.
660' of 18"x10" Wh.Conc.Curb Scored Surface.
8001' of 9"x20" Wh.Conc.Curb,Type R.V.
3071' of 9"x18" Wh.Conc.Curb,Type R.V.(monolithic)
1594' of 9"20" Wh.Conc.Curb.
39' of 9"x18" Wh.Conc.Curb (monolithic)
20292' Total.

| | |
|---|---|
| Plans and specifications approved by S.H.C. | Feb. 3, 1939. |
| Date contract awarded: | Feb.27, 1939. |
| Date contract executed: | Mar.14,1939. |
| Contract date for starting work: | Apr. 3,1939. |
| Date work actually started: | Apr.20,1939. |
| Contract time for completion: | 140 working days after 5-1-39 |
| Extensions granted to date: | 34 " " |
| Total working days used to da te: | 160 " " |
| Percent completed to date: | 93.50% |

| | |
|---|---|
| Tota l amount of original contract: | 360,119.68 |
| Amount of extra & Supplemental work to date: | 11,829.21 |
| Amount of reductions to da te: | 2,471.32 |
| Adjusted contract amount: | 369,477.57 |
| Amount completed to date: | 345,462.10 |
| Amount to b. compl ted: | 24,015.47 |

A complete description of this project was given in the 1939 Annual Report. Grading and other work in preparation for the paving operations was started on April 20, 1939. The concrete pavement was started on May 3, 1939 and discontinued on August 11, 1939. Work on this item was resumed on May 10, 1940 and continued with numerous delays until December 8,1940 when the pavement was finally completed. Work on the grading proceeded throughout the past winter when weather conditions would permit and at present is nearing completion. Considerable delay has been experienced due to the fact that the contracts for the bridges were let some time after the road work was started and the work on the river and flood channel bridges was greatly reta rded by high water during the past winter. Portions of the new and old pavements were opened to traffic from Troy Brook to Bloomfield Ave. on July 25,1940 in order to allow completion of the work on existing Bloomfield Ave, and the entire project was finall y opened to traffic on December 18, 1940 between 10:30 and 11:00 A.M. It is anticipated that winter weather conditions will compel the contractor to shut down all of his operations in the near future and the co mpletion of the grading, topsoiling and seeding, precast concrete curb Type R.S. and concrete center island pavement will be deferred until the Spring of 1941.

Route #6, Sec. 11B & 12A, Paving, Relocation at

Pine Brook Bridge.

F.A.Project No. 88-A (5)

In the Townships of Montville and Caldwell,

Morris & Essex Counties.

---

General Contractor: Joseph Nesto & Co.
Bonding Company: Standard Accident Ins.
Sub-contractors: Drainage: Costone & Pastiggi Cont.Co.Inc.
Curb & Center Isl.Pav't-Frapaul Const.Co.
Engineer in charge: A.A. Paul.

Length of Project incl.Bridges: 5316.24' - 1.006 miles.
" " " excl.Bridges: 5032.27' - 0.953 "
Length of F.A.Project No. 88-A (5): 5316.24' - 1.006 "

Pavement:

Length, Type, Depths:
Main Highway
4982.27' of 10" R.C.Pavement Surface.
532.00' of 8" Pl.Conc. Pavement Surface.
50.00' of 18" R.C.Bridge Approach Slabs.
283.98' Bridges.
5848.24' Total.

Intersections.
480.00' of 10" R.C.Pavement Surface.
91.00' of 8" Pl.Conc.Pavement Surface.

Widths: Main Highway, Pavement- 40'54'32' and 22" on Route 6 W.B., and 26' and 22' on Route 6 E.B.
Intersections, Pavement - 20'
Graded Widths: 120'
Right of way: 103' 110' 120' plus variable additional width at Bloomfield Ave.Grade Separation and intersection at existing Route 6.

Shoulders: Improved shoulders 8"average thickness,2' wide on each side of the center line island and 10' wide on each side of the pavement.

Subgrade: Clay,and gravel, small quantity of sand.

Curbs: 2763' of 11 7/8" Precast Reflec.Conc.Sloping curb
3498' of 7"x20" Reflec.Wh.Conc.Vertical Curb.
583' of 7"x20" White Conc.Vertical Curb.
6844' Total

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Plans & Specifications approved by S.H.C. Jan. 23, 1940.
Date contract awarded: Feb. 20, 1940.
Date contract executed: Feb. 29,1940.
Contract date for starting work: Mar. 22,1940.
date work actually started: Apr. 1,1940.
Contract time for completion: 100 working days after 4-30-40
Total working days used to date: 75 " "
Percent completed to date: 98.90%

| | |
|---|---|
| Total amount of original contract: | 104,108.46 |
| Amount of extra & Supplemental work to date: | 892.33 |
| Amount of reductions to date: | 208.57 |
| Adjusted contract amount: | 104,792.22 |
| Amount completed to date: | 103,634.77 |
| Amount to be completed: | 1,157.45 |

This project starts at the end of the concrete pavement constructed on Route #6, Sec. 11-A, adjacent to the Bloomfield Ave. Underpass bridge and extends in a northeasterly direction to a point on existing Route 6 about 564 feet east of the Plymouth Road intersection. The right of way coincides with that of Route 6 Section 12 except for an additional width acquired on the south side of existing Route 6 from Plymouth Road to the end of the project. The alignment of this section provides a much shorter and more direct route than the old road and eliminates a long sharp curve which has always been a source of congestion. The work being performed consists of roadway excavation, construction of concrete pavement, improved shoulders, drainage, concrete curbs, wire rope railing and incidental work. Work on the drainage was started on April 1, 1940 and the excavation was started on May 16,1940. The concrete pavement was started on June 7, 1940 and proceeded with several long delays until Nov. 19, 1940 when the pa vement was finally completed. A large bridge was constructed over the new channel of the Passaic River by the Gray Construction Co. Considerable delay was experienced in the road work due to the fact that the completion of this bridge was greatly retarded by flood conditions during the past winter and spring. The construction of the pavement adjacent to the Bloomfield Ave. Separation was also delayed because fill over Bloomfield Ave. could not be constructed until traffic could be detoured over the new pavement on Route #6, Sec. 11-A. It is expected that all items of construction will be completed before it becomes necessary to shut down the work for the winter with the exception of topsoiling and seeding and sodding. These items will be completed in the surface of 1941. Traffic was carried during construction over portions of the new and existing pavements at the intersection with existing Route 6 on the easterly end of the project and the entire project was opened to traffic on December 18, 1940 between 10:30 and 11:00 A. M.

Route #6, Section 13, Parsippany-Troy Hills Twp.

Fed ral Aid Proj. 88 E-1)

Mountain Lakes Boro — Denville Township

Morris Co.

| | |
|---|---|
| General Contractor: | LaFora-Grecco Cont.Co. |
| Bonding Company: | Standard Accident Ins. |
| Resident Engineer: | F. E. Beck. |
| Length of Project: | 14,939.64' - 2.829 mi. |
| Length of F.A.Project: | 14,939.64' - 2.829 " |
| Dualization of Present Road: | |
| Pavement: Length, Type & Depths: | |
| 14,443.59' of 10" R.C.Pav't Surface. | |
| 496.05' " 7" Pen.Macadam Runoff. | |
| 14,939.64' Total. | |
| Widths: | |
| Main Highway: 40' & 44' | |
| Intersections: 32' | |
| Graded Widths: 80' to 90'. | |
| Right of Way: 100' - 107' | |
| Shoulders: Improved shoulders 8" average thickness, 2' wide, each side of center island and 10' wide on each side of pavement. | |
| Sub-grade: | Gravel , sand. |
| Curbs: | 6762' of present conc. curb Type R.S. |
| | 9500' wh.conc.vert.F.V. |
| | 1183' Pl. " " " |

| | |
|---|---|
| Plans & Specifications approved by S.H.C. | Dec.18,1939. |
| Date Contract awarded: | Jan. 5,1940. |
| Date contract executed: | Jan.11,1940. |
| Contract date for starting work: | Feb. 2,1940. |
| Date work actually started: | Jan.15,1940. |
| Contract time for completion: | 150 working days. |
| Extensions granted: | 21 " " |
| Total working days used to date: | 134 " " |

| | |
|---|---|
| Total amount of original contract: | 356,999.99 |
| Less Bridge: | 13,679.00 |
| Original contract amount: (Road) | 343,320.99 |
| Amount of extra and supplemental work : | 14,272.40 |
| Amount of reduction: | 371.04 |
| Amount of work to date: | 334,941.77 |
| Amount to complete: | 22,280.58 |
| Percentage completed to date: | 93.76 |

This project extends from Cobb's Corner to Denville and calls for reconstruction of existing road and widening same to a dual highway. The grade and alignment were improved in several places. In the cut east of Cherry Hill Road water bearing sand was encountered but this hazard was eliminated by raising the grade somewhat and doubling sub-base thickness. During the winter and spring drainage was installed and grading for the widening was carried on. It was necessary to maintain

traffic during construction consequently the road was constructed one half at a time. The widening of the Lackawanna R.R. Bridge held up operations in this vicinity (Sta. 92-102) to such an extent that only the eastbound road was completed. Paving operations started May 24th and practically finished in early September except for a few slabs at D. L. & W. R.R. Bridge. All miscellaneous construction items completed in early December excepting precast curb and westbound road at the Railroad Bridge.

Improved shoulders on this project were constructed of salvaged pavement i.e. the base concrete, broken to size in foundation and surfaced with the salvaged broken Warrenite top. A light coat of oil and dustless screenings were used to complete what seems to be a superior type of shoulder.

Route #6, Section #21, Denville Relocation

WPA 1014-14-23, P-25.

In the Township of Denville Morris County.

| | |
|---|---|
| General Contractor: | Harry Eisenberg Inc. |
| Bonding Company: | Standard Accident Ins. |
| Resident Engineer: David Pettigrew. | |

| | |
|---|---|
| Length of Project: | 4145 feet - 0.785 mi. |
| Length of W.P.A. Project: | 4145 " 0.785 " |
| Grading and drainage only: | |
| Lengths and widths: | 0.785 mi.-90 to 120' graded width, with an island 6 to 24 feet wide, 10' sidewalk area |
| Width of Right of Way: | 120 feet. |

| | |
|---|---|
| Plans and specifications approved by S.H.C. | Aug. 8, 1939. |
| Date contract awarded: | Oct. 3, 1939. |
| Date contract executed: | Oct. 10, 1939. |
| Contract date for starting: | Nov. 6, 1939. |
| Date actually started: | Oct. 30, 1939. |
| Contract time for completion: | 130 working days. |
| Extensions granted: | 5 " " |
| Adjusted time for completion: | 135 " " |
| Time consumed on contract: | 132½ " " |
| Completion date: | July 11, 1940. |
| Accepted by S.H.C. | July 16, 1940. |
| Adjusted man-hours in contract: | 85,626 |
| Total man-hours consumed on project: | 82,267 |
| Percentage of man-hours used: | 96% |

| | |
|---|---|
| Original contract amount: | $ 53,489.32 |
| Amount of reductions: | 5,076.84 |
| Amount of supplementals and extras: | 2,465.66 |
| Adjusted amount of contract final: | 50,878.14 |

This section of Route #6 is a bypass or relocation of the highway around Denville Center. It starts at a point on Route #6 about 1000 feet west of the center and ends at a point about 3000 east of the center. The future plans will have a bridge over Route 5N with necessary ramps and connecting roadways to Route #6. The work consists mainly of the relocation of DenBrook, stripping 12" of muck of the swamp areas, filling, drainage, and topsoiling and seeding. The work was started by the contractor on October 30, 1939 and proceeded through the Winter months of 1939 and 1940 working days being counted, when weather permitted. As this was a W.P.A. project and designed to give men work and relieve unemployment rolls, work was carried on throughout the winter and spring months being completed on July 11, 1940. The W.P.A. man-hours used on this project gave employment to 70 to 80 men per day.

Lehigh & New England Grade Crossing Elim. near Sussex
(Route #23, Section 8-B)
Federal Aid Project FAGH #82-A (2).

| Sussex | | Sussex County. |
|---|---|---|
| General Contractor: | | Ell Dorer Cont.Co. & Jannarone Cont.Co. |
| Bonding Company: | | Mass. Bonding & Ins. |
| Engineer in charge: | | C.E. Vanderhoof. |
| Length of Project: | | 2718.73'-0.515 miles |
| Length,Type & Depth of Pavement: 2400 l.f. divided highway | | 48' 9" R.C.Pavement |
| 1851 sq.yds.Bit.Conc.Pavt.at intersections & crossovers,variable width. | | |
| Width of pavement: | 20-54-64 | |
| Graded Width: | 48-84 | |
| R.O.W. Width | 120' | |
| Shoulders: | | Improved 10' wide. |
| Plans and specifications approved by S.H.C. | | April 28, 1940. |
| Contra ct awarded: | | July 1, 1940. |
| Contract executed: | | July 9. 1940. |
| Contract starting date: | | July 29, 1940. |
| Work actually started: | | July 17, 1940. |
| Contract time for completion: | | 180 working days. |
| Time consumed to date: | | 71.5 |
| Original contract amount: | | 234,968.81 |
| Less amount of bridge: | | 120,046.28 |
| Original amount of road contract: | | 114,922.53 |
| Value of work completed to date: | | 51,971.09 |
| Percentage of work completed: | | 58.32 |

This project consists of the elevation of Route 23 over the tracks of the Lehigh and New England Railroad just east of the boro of Sussex eliminating the grade crossing at this location. The road work consists principally of the construction of the approach embankments and paving a divided highway with precast curbs for a distance of 2400 ft. Also the relocation of Papakating Creek. Work on the Creek relocation and placing of approach embankments is expected to continue thru the winter, weather permitting.

Route #23, Sec. 12-E, Revision of Traffic Circle at

Peck's Corner, Pompton Plains.

In the Township of Pequannock, Morris Co.

| | |
|---|---|
| General Contractor: | Union Bldg.& Const.Co. |
| Bonding Company: | American Bonding Co. |
| Sub-contractors: | None. |
| Engineer in charge: | A. A. Paul. |

| | |
|---|---|
| Length of Project: | 557' - 0.105 miles. |
| No.Federal Aid on this Project: | |

| | |
|---|---|
| Pavement: | Length,Type,Depths. |
| | Main Highway. |
| | 557'of 9"R.C.Pavement Surfa ce. |
| | Intersections |
| | 250'+ of 9"R.C.Pavement Surface. |
| Widths: | Main Highway- 32'on southbound roadway only P't. |
| | Intersections-20'and variable,pavement. |
| | Graded widths: Variable in traffic circle. |
| | Right of way-Variable,Project lies entirely within existing right of way. |
| Shoulders: | None. |
| Subgrade: | Sand and gravel. |
| Curbs: | 1631' of precast reflecting conc.sloping curb. |
| | 104' of cast in place White Conc.Sloping curb. |
| | 154' of 9"x20"cast in place white conc.vertical curb. |
| | 1889' Total. |

| | |
|---|---|
| Plans & Specifications approved by S.H.C. | Sept.4,1940. |
| Date contract awarded: | Oct.15,1940. |
| Date contract executed: | Oct.24,1940. |
| Contract date for starting work: | Nov. 7,1940. |
| Date work actually started: | Oct.21,1940. |
| Contract time for completion: | 40 working days. |
| Extensions granted to date: | None. |
| Total working days to date: | 8 working days. |
| Percent completed to date: | 78.599% |

| | |
|---|---|
| Total amount of original contract: | $ 16,188.54 |
| Amount of extra & Supplemental work to da te: | None. |
| Amount of reductions to date: | None. |
| Adjusted contract amount: | 16,188.54 |
| Amount completed to date: | 12,724.00 |
| Amount to be completed: | 3,464.54 |

This project consists of a revision of the traffic circle at the intersection of Route 23 with the Newark-Pompton Turnpike at Peck's Corner in Pompton Plains. The purpose of this revision is to eliminate a very sharp curve existing on the southbound roadway which has caused many serious accidents during the past few years. The contract for this work was let in October and the grading operation was started on October 21, 1940. The concrete pavement was started on November 18, 1940 and finally completed on Dec. 17, 1940, after many

delays caused by freezing weather.

The contractor discontinued work for winter on Dec.21,1940, all items having been completed with the exception of the topsoiling and seeding and the curb work. These items will be completed as soon as weather conditions permit on the Spring of 1941. The first two lanes of the new pavement were opened to traffic on Dec. 7, 1940 and the entire project on Dec. 24, 1940. Traffic was carried over portions of the existing pavement during construction of the new roadway.

Route S-24, Section 3, Elmora Ave., Elizabeth

W.P.A. Project No. 1014-20-30 P-43 Union County.

| | |
|---|---|
| General Contractor: | Standard Bithulithic |
| Bonding Company: | U.S.Fidelity & Cas ualty Co. |
| Engineer in Charge: | R. M. Beck |
| Length of Project | 1886 l.f.-0.357 mi. |
| Length, Type & Depth of pavement: | 1886 l.f.3"Bit.Con.on 8" R.C.Foundation. |
| Widths: Pavement: | 39 feet |
| Graded | 70 " |
| R.O.W. | 70 " |
| Subgra de: | Clay |
| Plans and specifications approved by S.H.C. | April 9, 1940 |
| Date contract awarded: | May 24, 1940 |
| Date contract executed: | May 31, 1940 |
| Contract date for starting work: | July 6, 1940 |
| Date work started: | July 9, 1940 |
| Contract time for completion: | 60 working days |
| Working days used: | 60 " " |
| Contract completed: | Nov. 1, 1940. |
| Accepted by S.H.C. | Dec. 3, 1940. |
| Total amount of original contract: | 22,216.81 |
| Extra work and supplementals : | 856.94 |
| Reductions: | 655.97 |
| Adjusted final contract amount: | 22,417.78 |

This project consists of the reconstruction and widening of Elmora Ave. Elizabeth between Chilton St. and Westfield Ave. and was constructed by W.P.A. labor. The existing black top pavement and concrete base was removed and replaced by 8" reinforced concrete base and a 3" bituminous concrete top. Elmora Avenue was widened 3 feet on the westerly side throughout the length of the project.

Route #25, Sec. 8-E, E.Grand Ave. to Elizabeth Circle.

W.P.A. Project 1014-20-31 P-44.

City of Rahway and Linden. Union County.

| | |
|---|---|
| General Contractor: | N.J.Asphalt & Paving Co. |
| Bonding Company: | Aetna Casualty & Surety Co. |
| Resident Engineer: | W. A. Kays. |
| Length of Project: | 12338 ' - 2.337 miles. |
| Length of W.P.A.Project: | 12338 ' - 2.337 " |
| Length & Width: | 2.337 mi. 80' wide & 20' |
| Right of way: | 100 feet. |
| Plans and specifications approved by S.H.C. | April 9, 1940. |
| Date contract awarded: | May 28, 1940. |
| " " executed: | June 6, 1940. |
| Contract date for starting: | July 6, 1940. |
| Date work actually started: | July 9,1940. |
| Contract time for completion: | 90 working days. |
| Extensions granted: | None. |
| Adjusted time for completion: | 90 working days. |
| Time consumed to date: | 82 " " |
| Total man-hours in contract: | 75,152 |
| Total man-hours added: | 262 |
| Adjusted man-hours: | 75,414 |
| Total man-hours consumed to date: | 76,515 |

| | |
|---|---|
| Original contract amount: | 81,380.03 |
| Amount of extra & Supplemental work: | 76.54 |
| Adjusted amount of contract to date: | 81,456.57 |
| Value of work completed to date: | 80,642.00 |
| " " " to complete: | 814.57 |
| Percentage of work completed to date: | 99% |

This project was principally the widening of the pavement, that is constructing concrete pavement where stone shoulders existed on the outside lanes and building curb. Due to the exceedingly heavy traffic throughout this project transit mix concrete was specified. Although the starting of this construction was delayed for two months after the bids were received the work was prosecuted during the months of July, August and September with very little delay to traffic. This new work gives two 32 foot roadways and greatly aids the movement of traffic.

Route #25, Section 30-B, Passaic River Bridge Approaches

Non Federal Aid

| Newark and Kearny | Hudson & Essex Co. |
|---|---|
| General Contractor: | Ole Hansen. |
| Bonding Company: | Fidelity & Deposit Co. |
| Sub-contractors : Roadway | Standard Bithulithic |
| Sub-contractor: (Conc.Curb & Sidewalk) | Frapaul Const. Co. |
| Resident Engineer: | S.W.Maulbeck. |
| Length of Project: | 3900 l.f. or 0.738 mi. |
| Length,type & depth of pavement: | |
| 10" R.C.Pavement 30' wide 3203 ft. | |
| 40' " 89 " | |
| 50' " 355 " | |
| 3647 " | |
| 8" Plain Conc.Pavement 30' wide 596 feet. | |
| Widths paved: | 30' - 40' - 50' |
| Widths graded: | 40'-60'50'100' |
| Plans & Specifications approved by S.H.C. | May 26, 1939 |
| Contract awarded: | June 21,1939 |
| Date contract executed: | June 26,1939 |
| Contract date for starting work: | July 18,1939 |
| Date work actual ly started: | July 18,1939 |
| Contract time for completion: | 150 working days. |
| Extensions granted: | 14 " " |
| Adjusted time for completion: | 164 " " |
| Time used for completion: | 150½ " " |
| Date work completed: | June 8, 1940 |
| Accepted by State Highway Comm. | June 18, 1940 |
| Total amount of original contract: (incl.bridge) | 298,840.16 |
| " " " " " (road ) | 123,356.81 |
| Total amount of extras; | 7,905.05 |
| " " " reductions; | 2,673.15 |
| Adjusted contract amount: (final ) | 128,588.71 |

Contract for this project being let in 1939 is described in the report for that year. Work carried over and completed in 1940 consisted of completing embankments,topsoiling & seeding same and a small amount of concrete curb, s idewalks and headwalls.

Route #25, Section 30C, Passaic River Bridge Deck and Approaches, Non Federal Aid.

Newark & Kearny. Hudson & Essex Counties

| | |
|---|---|
| General Contractor: | LaFera-Grecco Cont.Co. |
| Bonding Company: | Standard Accident Ins. |
| Resident Engineer: | S. W. Maulbeck. |
| Length of Project: | 4534,9 l.f. or 0.859 mi. |
| Length, type & Depth of Pavement: | |
| 10" R.C.Pavement 30' wide - 618 feet. | |
| 34' " -3000 " | |
| 44' " -1300 " | |
| -4918 " | |
| 18" Br.App.Slabs 44' " 50 " | |
| 8" Conc.Found. variable. | |
| Widths Paved: | 30' 34' 44' |
| Widths graded: | 40' 60' 50' 100'. |

| | |
|---|---|
| Plans & Specifications approved By S.H.C. | June 4, 1940 |
| Contract awarded: | June 25,1940. |
| Date Contract executed: | June 28,1940. |
| Contract date for starting work: | July 11, 1940. |
| Date work actually started: | July 11, 1940. |
| Contract date for completion: | Dec. 1, 1940. |
| Extensions granted: | 3 working days, |
| Adjusted ti e for completion: | 3 working days after Dec.1,1940 |
| Last date worked in 1940: | Dec.31,1940. |

| | | |
|---|---|---|
| Total amount of original contract: | (incl.Bridge) | 244,000.00 |
| " " " " " | (road) | 105,889.02 |
| Amount of extras to date: | | * 3,873.49 |
| " " reductions to date: | | * 819.00 |
| Revised contract amount semi-final(road) | | * 108,943.51 |
| Amount of work completed: | | * 108,131.95 |
| Amount of work to be completed in 1941: | | * 811.56 |

* Denotes Approximate figures, semi-final figures not completed by Survey Division as yet.

The road work for this project consis ts of completion of grading which could not be done on a previous contract due to traffic conditions, and the construction of reinforced concrete pavement on roadway approaches to the proposed new Passaic River Bridge about to be completed. This is the third contract about to be completed in connection with approaches to new Lincoln Highway Bridge over the Passaic River. No detours were necessary since traffic was maintained on ra mps built prior to approaches to bridge. Extra cement was used at heavy travelled intersections so that full width of same could be opened to traffic as soon as possible. All concrete pavement was completed September 19, 1940. Work still to be done consists of seeding slopes and shoulders and also laying precast curb and Island Pavement at Doremus Ave. and Jacobus Ave.which cannot be done until Bridge is completed and traffi routed over same.

Route #25, Sec. #32, Port St. Newark to Neck Lane, Elizabeth.

WPA Project 1014-7-9 P-22 Essex County
1014-20-14 P-23 Union County.

City of Newark and City of Elizabeth Essex & Union Co.

| | |
|---|---|
| General Contractor: | Santaniello Bros. |
| Bonding Company: | Aetna Casualty & |
| Resident Enginee r: | W.A.Kays. Surety. |

| | |
|---|---|
| Length of Project: | 17,302 ft.- 3.277 miles. |
| Length of W.P.A. Project: | 17,302 " " " |
| Grading contract (Widening) Length & Width: | 3.277 mi. 96 to 270'wide. |
| Right of way: | 186 feet. |

| | |
|---|---|
| Plans & Specifications approved by S.H.C. | May 10, 1939. |
| Date contract awarded: | June 13,1939. |
| Date contract executed: | June 13,1939. |
| Contract date for starting: | July 15,1939. |
| Date work actually started: | July 10,1939. |
| Contract time for completion: | 200 working days. |
| Extensions granted: | 120 " " |
| Adjusted time for completion: | 320 " " |
| Time consumed to date: | 259½ " " |
| Total manhours in contract: | 690,065. |
| " " added: | 117,355. |
| Adjusted man-hours: | 807,420. |
| Total man-hours consumed to date: | 554,145. |
| Original contract amount: | 336,242.90. |
| Amount of extras & supplementals: | 43,684.91. |
| Adjusted amount of contract: | 379,927.81. |
| Value of work completed: | 334,932.11 |
| Percentage of work completed to date: | 88%. |

This project was described in last year's report. On the east side of the highway between Sta. 570+25 to 592 the muck was found to be from 6 feet to 11 feet in depth and as only 2 foot depth of swamp sod was removed from this area the fill displaced only a part of this muck. In order to make the new fill more stable it was decided to excavate a trench to hard bottom 10 feet wide at the outside edge of fill and fill this trench with borrow in order to act as a dam so that the muck underneath the new fill would be trapped, preventing settlement. Cross drain ditches at Sta.571 and 578 on the east side of the highway became blocked by the displacement of muck so that it was necessary to construct wooden bulkheads from the end of the existing culverts to the outside edge of new fill in order to insure proper drainage of the west side area. In April 1940 it was decided to add the fill necessary for the parking areas around the new Office & Garage Building of the Department. Work on the original areas was completed on September 6th at which time it was thought to discontinue any further widening but in December it was decided to widen on the east side from Port St. to

Haynes Ave. and on the west side from the Circle to McClellan St. Therefore, the contractor was authorized to proceed with this work and so started excavation on December 11, 1940. The W.P.A. did not arrive on the job until after Jan. 1, 1941. This project has given employment to from 400 to 650 W.P.A. laborers.

Route #25, Sec. 32.

Route #27-28, Section #1, Connecting Link

WPA 1014-20-28 P-27 Westfield Ave., Elizabeth Union Co.

| | |
|---|---|
| General Contractor: | Sam.Colacurcio Inc. |
| Bonding Company: | Aetna Casualty & Surety Co. |
| Engineer in charge: | R. M. Beck |
| Length of Project: | 2666 l.f.-0.505 mi. |
| Length,Type and depth pavement: | 2666 l.f.-6" Bit.Conc. on 8" R.C.Foundation |
| Widths: Pavement- Cherry St. to Chilton St.- | 36' wide. |
| Pavement- Magie Ave. to Westfield Ave.- | 2-32' roadways. |
| | Graded- 60' and 100' |
| | ROW - 60' and 100' |
| Subgrade: | Clay. |

| | |
|---|---|
| Plans and specifications approved by S.H.C. | June 27, 1939. |
| Date contract awarded: | Oct. 24, 1939. |
| Date contract executed: | Oct. 30, 1939. |
| Contract date for starting work: | Nov. 12, 1939. |
| Date work started: | Nov. 20, 1940. |
| Contract time for completion: | 100 working days. |
| Working days used: | 99 " " |
| Date contract completed: | Oct. 10, 1940. |
| Accepted by S.H.C. | Oct. 15, 1940. |

| | |
|---|---|
| Total amount of original contract: | 29,472.56 |
| Amount of extra and supplemental w ork: | 2,405.84 |
| Amount of re ductions; | 839.17 |
| Adjusted final contract amount: | 31,039.23 |

This project was fully described in the yearly report of 1939. Drainage structures and resetting of some bluestone curb was accomplished during the winter months of 1939-40 to provide employment for the W.P.A. Organization, the major portion of the project being completed during the spring and summer of 1940. Because of an excessive number of rainy days during the early Summer, it was necessary to regr d the subgrade several times which seriously delayed the completion of the project and necessitated the applica tion b~ the Contractor for additional man hours of labor to complete the project.

Route #29, Section 2-D,

Morris Avenue to Rahway River,

Federal Aid Project No. 178-C (1) Union County.

General Contractor: LaFera-Grecco Cont.Co
Bonding Company: Standard Accident Ins.
Engineer in charge: P. M. Beck.

Length of Project:- 14,492.60 l.f.-2.745m
Length of F.A.Project: 14,322.60 " 2.713"
Length,Width,Type and Depth of pavement:

10" R.C.Pavement
8506 l.f. 24' wide Westbound roadway
3735 l.f. 24' " Connections between east and westbound
845 l.f. 30' " Eastbound and westbound ramps.
950 l.f. 12' to 33'Widening on north and south sides.
2800 l.f. 5' to 32'average 22' widening on south side.
16836 l.f. Total

10" R.C.Pavement
252 l.f. Average width 7 feet.

18" R.C.Bridge Approach Slabs.
100 l.f. 30' wide.
50 l.f. 34' "
150l.f. Total

2" FA-BC-1 on 8" R.C.Foundation.
860 l.f. 16' wide-Turnoffs.
7526 l.f. 9' average width. Intersections.
8386 l.f. Total

1" Bit.Conc.Type "A" on 7" Mod Pen.Mac.Base.
115 l.f. - varied width at intersections.

8" R.C.Pavement Surface
1466 l.f. - 40' wide-Rosemont Ave.Relocation.
610 l.f. - 30' " " " " Connections.

Right of Way Widths:
Westbound Roadway- 74 feet.
Eastbound Roadway- 75 "
Rosemont Ave.Relocation - 60 feet.
R.O.W. varies between 95 feet and 240 feet between Morris Ave. and Rosemont Ave. Between Rosemont Ave. and Station 338+0, R.O.W. varies between 75' and 110',widening out at intersections.

Graded Width
Westbound Roadway - 60 feet.
Double roadway between Rosemont Ave. and Sta. 338+0, graded width varies between 70 feet and 100 feet.

Improved Shoulders 10' wide, average depth 8"

Subgrade Gravel.

| | |
|---|---|
| Plans and specifications approved by S.H.C. | July 23, 1940. |
| Date contract awarded: | Oct. 15, 1940. |
| Date contract executed: | Oct. 18, 1940. |
| Contract date for starting work: | Nov. 7, 1940. |
| Date actually started: | Dec. 14, 1940. |
| Contract time for completion: | 140 working days. |
| Working days used: | 7 " " |

| | |
|---|---|
| Total amount of contract (including bridge): | 401,000.00 |
| Total amount of contract (road): | 351,855.16 |
| Amount completed to date: | 5,969.63 |
| Amount to be completed: | 345,885.53 |

This project begins at the Morris Avenue Overpass and extends to a point just east of the Rahway River and consists of the widening and installation of center islands for a distance of about one mile west of Morris Avenue and the construction of a parallel roadway for 1.7 miles beyond, together with the construction of two bridges at Rosemont Avenue and an underpass roadway. The parallel roadway is located in general on new right of way, north of the present roadway and is connected with the present highway at intervals by sections of traffic circles. These roadways vary in distance between from 50 feet to about 300 feet. In general the pavement will be 10" Reinforced Concrete, 12 feet per lane with some 2" bituminous concrete on an 8" R.C. Foundation. The construction this year consists of the installation of drainage structures, the excavation of the south approach of the Rosemont Avenue Underpass and disposal of this excavation in the area to be widened east of Rosemont Avenue. It is expected that this work will be continued during the Winter months.

Route 29, Section 2-D.

Route #29, Sec. 3B,1C,2C, P.S.M.R.R. to Morris Ave.

Federal Aid Project 178 B (1)

Hillside & Union Townships — Union County.

| | |
|---|---|
| General Contractor: | Franklin Contracting Co |
| Bonding Company: | Standard Accident Ins. |
| Sub-contractor: (Excav.Borrow & Subbase & (removal of Conc.Pavement | Louis Zimmerma |
| Bonding Company: | Glens Falls Indemnity |
| Resident Engineer: | S.W. Caulbeck. |

| | | | |
|---|---|---|---|
| Length of Project: | | | 13,589.13 l.f.-2.574 mi. |
| Length,type & depth of pavement: | | | |
| 10" R.C.Pavement | 10' wide | 4460 ft. | |
| | 15' " | 872 " | |
| | 20' " | 582 " | |
| | 30' " | 3535 " | |
| | 40' " | 770 " | |
| | 50' " | 295 " | |
| | | 10269 " | |
| 10" Plain Conc.Pavement | 10' wide | 82 " | |
| 8" Rein.Conc.Pave.Foundation | 5' to 20' wide | | 2790 ft. |
| 18" Bridge App.Slabs: | 30' | | 100 ft. |
| | 40' | | 50 ft. |
| | 50' | | 50 ft. |
| Bit.Conc.Pavement FA-BC-1 | 5' to 20' wide | | 2790 ft. |
| Widths paved: | | | 5'10'15'20'30'40'50' |
| Widths graded: | | | 45' 50' 60' 75' 100' |

| | |
|---|---|
| Plans and specifications approved by S.H.C. | Jan.23,1940. |
| Contract awarded: | Feb.20,1940. |
| Date contract executed: | Mar. 1,1940. |
| Contract date for starting work: | Mar.22,1940. |
| Date work actually started: | Mar.13, 1940. |
| Contract time for completion: | 130 working days after 4-30-40 |
| Extensions granted: | 3 " " |
| Adjusted time for completion | 133 " " " 4-30-40 |
| Working days used to Dec.31,1940: | 86.5 |
| Working days remaining: | 46.5 |

| | |
|---|---|
| Total amount of original contract: | 313,852.53 |
| Total amount of extras to date: | 5,832.78 |
| " " of reductions to date: | 765.70 |
| Adjusted contract amount: | 318,919.61 |
| Amount of work completed to Dec.31,1940: | * 271,650.59 |
| Amount of work to be completed in 1941: | * 47,269.02 |

*Denotes approximate figures, semi-final figures not completed by Survey Division, as yet.

This project carries the dualization of Route 29 another two and a half miles, thru Hillside and Union Townships. It consists of widening existing concrete pavement 10 feet on each side with reinforced concrete pavement together with a center

safety isl and. This will provide a concrete roadway of 29' minimum on each side of center island of minimum width of 2'. The safety island is continuous throughout contract provisions being ma de to cross highway by the construction of three bridges over Route 29 at the main street intersections and also by construction of turn-arounds at several places between said Bridges. Traffic was maintained during construction, no detour being provided. Construction of concrete pavement was started May 7, 1940 and completed Dec. 16,1940, with exception of Hilldale Place and Vaux Hall Road Approaches to Bridges. Delay in completing these approaches is due to Bridges not being completed.

Route 29, Sections 3B, 1C & 2C.

Route #29, Sec. 7A,8A,9B,Widening,

Chimney Rock Road to West End Ave., Somerset Co.

| | |
|---|---|
| General Contractor: | LaFera-Grecco Cont.Co. |
| Bonding Company: | Century Indemnity Co. |
| Engineer in charge: | F. L. Beck. |

| | |
|---|---|
| Length of Project: | 6.14 mi.-32,419 l.f. |
| Width & Type of Pavement: | R.C. & Plain Conc.Pav't 10' wide. |
| At 6 ft.island locations: | 22 ft. of concrete left & right. |
| At 16 " " " | 32 " " " " " " " |
| Hot Appl.pen.mac.pavement placed at regraded intersections & drives. | |

| | |
|---|---|
| Right of Way was graded full width: | |
| Width of Right of Way: | 80 ft. & 100 ft. |
| Subgrade: | Water bearing clay. |
| Sub-base: | Crushed stone graded with stone dust,8" depth. |
| Improved shoulder: | Reclaimed material topped with crushed stone and dust. |

| | |
|---|---|
| Plans and specifications approved by S.H.D. | Dec. 9, 1938. |
| Contract awarded: | Dec.30, 1938. |
| Date contract executed: | Jan. 6, 1939. |
| Contract date for starting work: | Feb. 4, 1939. |
| Date work actually started: | Jan. 9, 1939. |
| Contract time for completion: 148 working days | from May 1,'39 |
| Working days used: | 142. |
| Date of completion: | May 10, 1940. |
| Accepted by State Highway Commissioner: | May 13, 1940. |

| | |
|---|---|
| Total amount of original contract: | 469,000.00 |
| Less Reductions: | 40,031.80 |
| Plus Extras: | 45,569.69 |
| Adjusted contract amount: final: | 474,537.89 |

This project was fully described in the 1939 Report. A few items incidental to center island construction were completed during the winter and Spring of 1940. The wet spring season developed the need for a considerable amount of additional underdrain Type "F" which was installed. The project was finally completed as of May 10, 1940.

Branchville Relocation, Route S-31,Sec.4.

Federal Aid Project #101-C (1)

| | |
|---|---|
| Branchville | Sussex County. |
| General Contractor: | Salmon Bros. Inc. |
| Bonding Company: | Standard Accident Ins |
| Engineer in charge: | C.E. Vanderhoof. |
| Length of Project: | 1.516 miles-8003.55' |
| Length,Type & Depth of Pavement: | |
| 3150 l.f. divided highway | 40'-9" R.C.Pavement |
| 900 l.f. single " | 30'-9" R.C.Pavement |
| 3850 l.f. single " | 20'-9" R.C.Pavement |
| With 2599 sq.yds. of Plain Concrete at | |
| Crossovers from single to divided highway | 8" thick. |
| 7" Bit.Conc.Pavt.-345 l.f. 20' wide | a t Newton Road. |
| " " " " 600 " 20' " | " Morris Ave. |
| " " " " 590 " 20' " | " Lake Kemah Rd. |
| Width of pavement: | 20,30 & 40 feet. |
| Graded Width: | 88 to 120 " |
| R.O.W. Width: | 120 " |
| Shoulders: | Improved 10' wide. |

| | |
|---|---|
| Plans and specifications approved by S.H.C. | June 27, 1939. |
| Contract awarded: | July 18, 1939. |
| " executed: | July 31, 1939. |
| Contract starting date: | Aug. 21, 1939. |
| Work actual ly started: | July 25, 1939. |
| Contract time for completion: | 150 working days. |
| Extensions granted: | 16 " " |
| Adjusted time for completion: | 166 " " |
| Time consumed to date: | 139.5 " " |

| | |
|---|---|
| Semi-final acceptance: | Dec. 27, 1940. |
| Original contract amount: | $ 257,510.50. |
| Less amount of bridge: | 22,741.00. |
| Original amount of road contract: | 234,769.50. |
| Amount of reductions to date: | 5,064.23. |
| Amount of extra work to date: | 12,398.33. |
| Adjusted amount of road contract: | 242,103.60. |
| Value of work completed to date: | 238,266.61. |
| Percentage of work completed: | 99% |

This project bypasses the Boro of Branchville and was described in the 1939 report. Grading on thisproject was started in July 1939 and continued thru the winter as weather permitted. The construction of the bridge over the D.L. & W. R.R. near the easterly end of the job under separate contract delayed the grading operations, concrete paving operations finally being started July 25th, and completed October 9th. The last of the precast curb was received and set on December 18th, and the road opened to traffic. All work has been completed with the exception of fertilizing and seeding part of the topsoiled areas which it was necessary to defer until the Spring of 1941.

Allamuchy-Hackettstown Road, Section 2.

U.S. Public Works Project FAS - 7C (1)

Warren County.

| | |
|---|---|
| General Contractor: | Union Bldg. & Const. |
| Bonding Company: | American Bonding Co. |
| Sub-contractor, Guard Rail: | Amodeo & Var Ostenbrid |
| Engineer in charge: | C. E. Vanderhoof |
| Length of Project: | 17268.6' - 3.271 mi. |
| Length, Type and Depth of Pavement: | |
| Sta. 129+0 to 230+0 | 10,100' 8" R.C.Pav't. |
| Sta. 230+0 to 288+0 | 5,800' 8" R.C.Pav't |
| Sta.288+0 to 301+68.6 | 1,368.6' 8" Bit.Surf. treated gravel |
| Width of pavement: | |
| Sta.129 to 230+0 | 20' |
| Sta.230+0 to 288+0 | 40' |
| Sta.288+0 to 301+68.6 | 30' |
| Graded Width: | 34' to 40' |
| R.O.W. Width: | 66' |
| Shoulders: | Earth; 7' wide. |
| Plans and specifications approved by S.H.C. | February 6, 1940. |
| Contra ct awarded: | March 28, 1940. |
| Date contract executed: | April 3, 1940. |
| Contract date for starting work: | May 1, 1940. |
| Actually started: | April 25, 1940. |
| Contract time for completion: | 140 working days. |
| Adjusted time for completion: | 140 working days. |
| Time consumed to date: | 6 working days. |
| Original contract amount: | 161,019.93 |
| Less amount of bridge: | 2,204.54 |
| Original amount of road contract: | 158,815.39 |
| Amount of extra work: | 452.19 |
| Adjusted amount of road contract: | 159,267.58 |
| Value of work completed to date: | 142,013.87 |
| Percentage of work completed: | 89.31 |

This project starts at the end of Section 1 near the southerly end of Allamuchy Lake and extends to Hackettstown a distance of 3.271 miles. It will replace the existing high crown, narrow and twisting road which for approximately a mile on the Hackettstown end had a steep grade and extremely sharp curves, this section was relocated and paved full width with curbs, and now has a maximum curvature of 4 degrees. Grading on this project was started April 25th and concrete paving August 15th being completed October 26th. Local traffic was carried during construction and the pavement opened as its age would permit. The uncompleted work consists of shaping slopes, topsoiling and seeding, construction of guard rail and field fence, and oiling gravel pavement. Only work the past month on this project has been the placing of guard rail posts and this work will continue for approximately two weeks, weather permitting.

Paving of Entrances and Driveways of Newark
Garage and Office Building.
Intersection Routes 21,25 and 29,

City of Newark. Essex County.

| | |
|---|---|
| General Contractor: | Franklin Cont. Co. |
| Bonding Company: | Standard Accident Ins. |
| Engineer in charge: | R. M. Beck. |
| Length of Project: | 1133 l.f. - 0.215 mi. |
| Length, Type & Depth of pavement: | 1000 l.f. 9"R.C.Pav't Surf. |
| | Highway Entrance Apron-2"FA-BC-1 on 8"R.C.Pav't Found. |
| | Parking Areas-1"Bit.Conc.Pav't on 7"Bit.Pen.Mac.Found. |
| Width of Concrete pavement: | 24 feet. |
| Subgrade: | Gravel & Cinders. |
| Plans and specifications approved by S.H.C. | Aug.27,1940. |
| Date contract awarded: | Sept.13,1940. |
| Date contract executed: | Sept.23,1940. |
| Contract date for starting work: | Oct. 5,1940. |
| Date work started: | Sept.23,1940. |
| Contract date for completion: | Dec. 31,1940. |
| Date of completion: | Dec. 4,1940. |
| Accepted by S.H.C. | Dec. 17,1940. |
| Amount of original contract: | $ 27,508.25 |
| Amount of reductions: | 417.12 |
| Amount of extras and supplementals: | 569.29 |
| Adjusted contract amount - final: | 27,660.52 |

This project consisted of the paving of the entrance driveways around the Newark Garage and Office Building, the paving of the garage approaches and the construction of parking area located east and north of the building. The driveway and approaches are constructed with 9" reinforced concrete pavement, generally 2 lanes in width, 12' per lane and the parking area of 3" modified penetration macadam on a 4" macadam base with a 1" Type A wearing surface. White concrete sloping curbs were constructed around the concrete pavement and around the parking areas, forming islands between and adjacent to the building for planting purposes. Topsoil was included as part of this contract with seeding omitted.

Central R.R. of New Jersey, Grade Crossing Elimination

Roosevelt Ave. Carteret.

Federal Aid Project No. F.A.G.M. 8.

Middlesex County.

| | |
|---|---|
| General Contractor: | Franklin Cont. Co. |
| Bonding Company: | Standard Accident Ins. |
| Engineer in charge: | R. M. Beck. |

| | | |
|---|---|---|
| Length of Project: | | 1597.77 l.f. - 0.302 mi |
| Length, type and depth of paving: | 890 l.f. 2" | Bit.Conc.on 7" Pen.Mac. |
| | 1765 l.f. 3" | Bit.Pen.Mac.on 4" Mac.Base |
| | 670 l.f. 9" | R.C.Pavement |
| | 3325 l.f. | Total. |
| Widths: Roosevelt Ave. | Pavement: | 30' |
| | Graded: | 50' |
| Service Roads, | Pavement: | 20' |
| | Graded: | 24' |
| Station Road: | Pavement: | 20' |
| | Graded: | 24' |
| Jefferson Ave. | Pavement: | 30' |
| | Graded: | 34' |

| | |
|---|---|
| Plans and specifications approved by S.H.C. | Oct. 17,1939. |
| Date contract awarded: | Nov. 21,1939. |
| Date contract executed: | Nov. 22,1939. |
| Contract da te for starting work: | Dec. 23,1939. |
| Date actually started: | Dec. 4,1939. |
| Contract time for completion: | 160 working days. |
| Working days used: | 149½ " " |
| Date of completion: | Sept.25,1940. |
| Accepted by State Highway Commission: | Nov. 4,1940. |

| | |
|---|---|
| Total amount of contract: | 102,643.73 |
| Less bridge: | 61,883.43 |
| Amount of contract (road): | 40,760.30 |
| Amount of extras: | 246.90 |
| Amount of reductions: | 1,282.95 |
| Amount of final estimate: | 39,724.25 |

This project was fully described in the 1939 Annual Report. Traffic was turned over the overpas s structure on August 26, 1940, and the jobwas completed on September 25, 1940.

Yearly Report - 1940
Southern Construction
District
HDR:JDP

March 13, 1941

Mr. C. F. Bedwell
Construction Engineer
Trenton, New Jersey

Dear Sir:

There is submitted herewith the yearly report of the Southern Construction District for the year 1940.

Your attention is called to tables and charts showing the strengths secured in concrete pavement construction during this season.

Respectfully submitted,

H. D. Robbins

H. D. Robbins
District Engineer

Route 4 Relocation, Section 41
Gordon's Corner-Browntown
Federal Project 181B(1)

| Manalapan, Marlboro & Madison Townships | Middlesex & Monmouth Counties |
|---|---|
| General Contractor: | Franklin Contracting Co. |
| Bonding Company: | Standard Accident Ins. Co. |
| Resident Engineer: | J. E. Dederick |
| Length of Project: | 5.155 miles |
| Pavement: | 9" R. C. 20' single width |
| Shoulders: | Ave. 7½" Gravel 10' wide |
| Graded: | 40' with 5' & 10' walk space |
| Right of Way: | 120' & 140' |
| Bids Received: 12-29-39 | Contract Awarded: 1-5-40 |
| Date of Contract: 1-11-40 | |
| Contract date for starting: 1-24-40 | Date started: 1-22-40 |
| Completion time and extensions to 12-31-40: | 140 + 3 working days |
| Time used to 12-31-40: | 108½ working days |
| Amount of Original Contract: | $325,984.86 (Road) |
| Amount of Adjusted Contract to 12-31-40 | 329,562.82 |
| Amount completed to Dec. 31, 1940: | 301,867.50 |

Four stream bridges and a bridge over Rt. 4 for a county road at Sta. 488+ were included in this contract. The cost of these bridges were as follows: Sta. 448+45, 8' span R.C.Box Culvert $4,228.62; Sta. 467+93 8' R.C. Box Culvert $3,885.29; Sta. 488+13, 43' Encased I Beam $23,570.76; Sta. 645+60, 12' R.C. $10,462.42 and Sta. 656+60, 30' span R. C. $17,892.80.

This is a link of the relocated Route 4 between Cheesequake and Adelphia, by-passing Freehold Borough, and extends northward from the portion now completed to Gordon's Corner and, for the most part, over undeveloped territory to Browntown. This relocation project when completed will afford a fast and direct route out of the Metropolitan area to Lakewood and lower Jersey Shore resorts.

This project provides first stage construction on the left of a planned dual highway. Midway, at Hawkin's Corner, the 120' width right-of-way widens to one of 140' for the balance of the way. At Sta. 488 Route 4 is carried under the Union Mills Road by an underpass provided for in this contract. The alignment for approximately 3 miles absorbs an existing gravel roadway and for the other 2 miles traverses new terrain of marshy woodland.

Practically all material available for grading was of a clay nature. Numerous rainy periods made this clay difficult to handle and caused some long hold-ups. Excellent subbase material found close by was placed 8" deep, except for the 12" depth placed in two clay cuts and the extra depths at a few unstable locations. Subbase was omitted for 1600' where sand borrow was placed for an average 5' fill. Paving operations finally were started on Sept. 11, using a dual drum 27E Ransome mixer with an 8 bag batch. A new Blaw Knox finishing machine was used ahead of a new Koering Longitudinal screed. Water was hauled to the mixer in 2 converted tar trucks. Paving progressed smoothly with fine results of finish and riding qualities. All concrete pavement was completed on Dec. 9, 1940, averaging 1342 S.Y. per 8 hr.day.

Due to the late paving work, all topsoiling and seeding, bituminous pavement, etc. is deferred until spring of 1941.

Route 4, Section 42 (Grading)
Cheesequake-Browntown
WPA Project #1016-12-39 P-29

| | |
|---|---|
| Madison Township | Middlesex County |
| General Contractor: | Joseph Lafferty |
| Bonding Company: | Aetna Casualty & Surety Company |
| Resident Engineer: | H. T. Kinnevy |
| Length of Project: | 3.087 miles |
| Graded: | 120'-140' for further dual highway |
| Right of Way: | 140' |
| Bids Received: 9-29-39 | Contract Awarded: 10-24-39 |
| Date of Contract: 10-27-39 | |
| Contract date for starting: 11-3-39 | Date Started: 11-28-39 |
| Completion time: | 150 Working Days |
| Contract Completed: 149 working days | 11-19-40 |
| Work accepted by Commissioner: | 11-26-40 |
| Amount of Original Contract: | $83,677.97 |
| Extra Work: $2,589.90 | Reductions: $9,426.86 |
| Final Cost: $76,841.01 | |
| Amount Completed in 1940: | $71,057.01 |

No bridges were included in this contract. A small box culvert was constructed.

This W.P.A. grading and drainage project extending northward from Browntown to Cheesequake is a part of the Relocated Rt. 4 between Freehold and Cheesequake which is expected to be completed in 1941.

The drainage system was revised after the contract was let, although, in time not to interfere with the contractor's procedure of the work. The principal reason for the revision was to relocate the trunk sewer lines from the outer curb lines to the center island, in order to provide for the drainage of one-half the pavement to the center island inlets.

Progress on borrow was good during the first six weeks of the job; then came the low temperature which slowed up the movement, due to the material at the pits freezing in large pieces to the extent they could not be handled effectively. In general we had about six weeks during the winter that was not favorable for earthwork.

In one deep clay cut it was necessary to place French drain on the slope in order to eliminate seepage water from the clay strata.

Route 4, Section 43
Marmora-Beesley's Point
WPA Project #1016-5-23 P-26

| | |
|---|---|
| Upper Township | Cape May County |
| General Contractor: | The Highway Corporation |
| Bonding Company: | Aetna Casualty & Surety Company |
| Resident Engineer: | E. M. Gillette |
| Length of Project: | 1.923 miles |
| Pavement: | 9" R.C. 20' wide |
| Shoulders: | Av. 7½" Gravel 10' wide |
| Graded: | 40' to 56' with 10' to 13' and variable width walks |
| Right of Way: | 66' & 80' |
| Bids Received: 10-6-39 | Contract Awarded: 10-31-39 |
| Date of Contract: 11-3-39 | |
| Contract Date for Starting: 11-6-39 | Date Started: 1-2-40 |
| Completion time and extensions to 12-31-40: | 100 + 4 Working Days |
| Time used to 12-31-40: | 100 working days |
| Amount of Original Contract: | $38,976.78 |
| Amount of Adjusted Contract to 12-31-40: | $45,519.68 |
| Amount Completed to Dec. 31, 1940: | $42,100.00 |

This project, from Marmora to Beesley's Point, consisted in approximately two miles of oiled gravel roadway, which was to be replaced with reinforced concrete pavement, twenty feet wide, together with gravel shoulders, and the necessary drainage and work on sidewalk areas.

The work began on the drainage work and clearing of right of way. There were 7400 feet of pipe to be laid, which was divided into four drainage systems. This work took three months, and by the first of April several questions had arisen on which the Contractor and the W. P. A. could not agree and which tied up the project from April 11th until the latter part of July.

Actual paving started August 5th, but as the men furnished by the W. P. A. were somewhat inexperienced in Highway construction work, it went rather slowly at first. Mechanical trouble with the Contractor's equipment also was a detriment to progress much of the time. However, on our best day, October 4th, we laid 15 slabs between 7 A.M. and 3:45 P.M. The paving was completed on October 24th.

The two months which followed were used in sidewalk and curb construction and work on sidewalk areas, most of which were topsoiled for seeding. The project was completed on January 6th, 1941, and accepted a few days later, only the guard rail being completed in 1941.

Route S4 Ext., Section 1 (Paving)
From Rt. 4 to Rt. 35
Federal Project NRS (1935)-WPMS 169

| City of Perth Amboy & Woodbridge Township | Middlesex County |
|---|---|
| General Contractor: | Utility Construction Company |
| Bonding Company: | U. S. Guarantee Company |
| Resident Engineer: | L. T. McCormick |
| Length of Project: | 1.087 miles |
| Pavement: | 9" R. C. 30' wide and variable on circle. South approach to circle two 32' dual widths & 16' center island. 20' wide between Rt. 4 & Rt. 35, Generally |
| Shoulders: | 2' earth and average 7½"x10' Gravel |
| Graded: | 30' wide and variable on circle. 42' wide and 20' walk with 58' for future dualing. |
| Right of Way: | 120' and 122½' at South Approach to circle. |
| Bids Received: 6-2-39 | Contract Awarded: 6-7-39 |
| Date of Contract: 6-9-39 | |
| Contract date for starting: 6-24-39 | Date Started: 7-13-39 |
| Completion time: 100 working days | Extensions: 0 |
| Contract completed: 6-12-40 | Time Used: 97 working days |
| Work accepted by Commissioner: | 6-18-40 |
| Amount of Original Contract: | $ 76,960.55 |
| Reductions: | 2,250.60 |
| Extra Work: | 1,723.65 |
| Total Cost: | 76,433.60 |
| Amount Completed in 1940: | 4,265.30 |

This section was graded by the W.P.A. in 1938. It extends from the approach road to the Outerbridge Crossing to Staten Island at Route 4 to Route 35 Extension, being a part of the proposed Edison Memorial Highway. The present work consists of construction of R. C. pavement, gravel shoulders, concrete curbs, etc. The construction of a traffic at the Route 4 intersection eliminated the necessity of a traffic light at this dangerous intersection.

All concrete pavement, curbs and drainage were completed in 1939, leaving topsoiling, seeding and gravel shoulders to be done in the spring of 1940.

Route 12,Section 2
Croton - Flemington
Federal Project 177B(1)

| Kingwood & Raritan Townships | Hunterdon County |
|---|---|
| General Contractor: | Weldon Contracting Company |
| Bonding Company: | Seaboard Surety Company |
| Resident Engineer: | Carl Teegen |
| Length of Project: | 4.995 miles |
| Pavement: | 9" R. C. 20' wide except between Main Street & Rt. 30 Circles - two 22' width with 16' center island. |
| Shoulders: | Average 7½"x10' Improved |
| Graded: | 40' single & 80' dual with 10' walks |
| Right of Way: | 120' |
| Bids Received: 2-24-39 | Contract Awarded: 2-27-39 |
| Date of Contract: 3-14-39 | |
| Contract date for starting: 3-24-39 | Date started: 3-13-39 |
| Completion time: 160 working days | Extensions: 13 working days |
| Contract Completed: 6-13-40 | Working Days: 156 |
| Contract Accepted by Commissioner: | 6-18-40 |
| Amount of Original Contract: | $484,098.47 (Road) |
| Reductions: | 4,339.14 |
| Extra Work: | 36,405.58 |
| Final Cost: | 516,164.91 |
| Amount Completed in 1940: | 17,492.46 |

Plum Brook Bridge 10' span at Station 440 in this contract cost $3979.36
Under separate contract bridges were constructed over Mine Brook and over Wickechecke Creek at a total cost of $26,159.99 by Joseph W. Rogers Company.

This section adjoins a section completed in 1938, and is part of a concrete highway from Route 29 in Flemington to a point about one mile east of Frenchtown. It is constructed entirely over new alignment. The Right of Way was acquired for a width of 120 feet, and this section is the grading and 20' paving of one-half of a proposed dual highway. The section was constructed through heavy rock cuts and over areas where extensive drainage structures were necessary. Subbase material was placed under all the pavement in order to control underground water and to eliminate the bad action of frost and poor subgrade on the pavement. At the Stockton Road, Main Street, Routes 30 & 29 intersections, traffic circles were constructed. Between the Main Street and the Routes 29 & 30 Circles the highway was constructed of dual concrete lanes with a sixteen foot safety island. The three traffic circles and the dual highway are fully protected with lighting.

The original section of Route 12, which this construction replaced, was an oil bound macadam with sharp turns and very steep grades. Poor drainage and bad subgrade conditions caused pavement failures, which were expensive to maintain and rebuild. This section, constructed of concrete with adequate drainage, easier grades and curves, will greatly improve travel conditions, and save one mile in travelling distance.

On January 1, 1940, this contract was 97% completed and completion of slopes, ditching etc., was completed in the spring of 1940.

Route 25(Rt.1(1917),Section 5)
Drainage & Shoulder Paving Thru Dayton
WPA Project #1016-12-50 P-54

| South Brunswick Township | Middlesex County |
|---|---|
| General Contractor: | Utility Construction Company |
| Bonding Company: | Standard Accident Insurance Co. |
| Resident Engineer: | J. W. Hiller |
| Length of Project: | .644 miles |
| Shoulders: | 7" depth, variable width - 4" macadam, 2" penetration with 1" of bit. conc. top |
| Bids Received: 10-11-40 | Contract Awarded: 11-4-40 |
| Date of Contract: 11-12-40 | |
| Contract date for starting: 11-20-40 | Date started: 12-10-40 |
| Completion time and extensions to 12-31-40 | 90 working days |
| No time to be charged until April 15, 1941 | |
| Amount of Original Contract: | $23,969.98 |
| Amount completed to Dec. 31, 1940: | No items credited |

This contract provides for reconstruction of shoulders and drainage thru Dayton. An outlet is taken down Hay Press Road and along a ditch on an easement to Devils Brook.

Only clearing & grubbing has been done in preparation for ditching & pipe laying.

Route 25, Section 3D & 1A 2nd Stage Grading
Bordentown-Robbinsville
WPA Project 1016-3-62 P-34 Burlington County &
1014-11-37 P-35 Mercer County

| Bordentown, Hamilton & Washington Townships | Burlington & Mercer Counties |
|---|---|
| General Contractor: | Robert W. Cleveland & Co. |
| Bonding Company: | The Fidelity & Casualty Co. of N.Y. |
| Resident Engineer: | J. J. Timmons |
| Length of Project: | 4.466 miles |
| Graded: | 35" dual width with 16' center island space 5' to 20' walk space each side. |
| Right of Way: | 126' |
| Bids Received: 11-17-39 | Contract Awarded: 11-19-39 |
| Date of Contract: 12-27-39 | |
| Contract date for starting: 1-9-40 | Date started: 2-5-40 |
| Completion Time: 150 working days | |
| Contract Completed: 124 " " | 12-13-40 |
| Work Accepted by Commissioner: | 12-17-40 |
| Amount of Original Contract: | $49,993.14 |
| Final Cost: (Estimated) | $48,300.00 |

This contract consisted of grading and drainage necessary along existing concrete road for a future dual lane road.

The excavation amounted to 90,000 cubic yards which was not sufficient to balance the fill, 5000 cubic yards extra borrow excavation being required.

Considerable drainage pipes were laid, 18000 lineal feet of various sizes 18" to 48". 1000 lineal feet of this pipe was laid by tunnelling and jacking method under existing concrete pavement.

Route 25, Section 5B & 6B Widening
Port Reading Railroad to Plainfield Avenue
Federal Project 95H(2) & 95G(2)

| Raritan & Woodbridge Townships | Middlesex County |
|---|---|
| General Contractor: | N.J.State Highway Dept. Maintenance Division |
| Resident Engineer: | A. C. Ely |
| Length of Project: | 6.348 miles |
| Pavement: | 10" R.C. 10' wide |
| Shoulders: | 7½" Improved 5½' wide |
| Graded: 30' Dual with 12' Center | Island |
| Right of Way: 100' wide | |
| Date for starting: 12-1-38 | Date started: 12-16-38 |
| Completion Time: | 160 working days |
| Contract completed: 7-3-40 | 157 " " used |
| Work Accepted by Commissioner: | 7-16-40 |
| Amount of Original Estimate: | $507,513.86 (Road) |
| Extra Work: $ 29,039.62 Reductions | 34,447.01 |
| Final Cost: (Estimated) | $502,106.47 |
| Amount Completed in 1940: (Estimated) | $ 12,723.83 |

The bridge items which were extensions made to small existing structures were supervised by this division. The estimated cost was $5,998.00

The actual cost reported for this project was $573,058.68

The contract for the above sections was let in the early winter of 1938-39 to the Maintenance Division of the New Jersey State Highway Department. The work on these sections was completed except for a small amount of "Topsoil and Seeding" on Section 5B in 1939.

The seeding was completed by early June of 1940. It was also necessary to relay the Granite Block R.R. Crossing on Section 5B.

This project was a "Traffic Safety" proposition, with safety island construction. The main feature of this work was the "pushing" of the westerly 14'-06" strip of existing pavement to a new position 12' right of its original location to provide a center island. It was found that curvature in alignment made little difference in the progress of the "moving" provided compensation for difference in lengths between existing and proposed locations was made.

An additional 10' of 10" R. C. Pavement was constructed on the west bound side with a 5½' improved shoulder on the outside. This will provide a dual highway with 24½' of concrete pavement with a 5½' shoulder for west bound traffic and 25' of concete pavement with a 5' improved shoulder for east bound traffic separated by a 12' island.

On these two sections all new pavement was laid on a constructed subbase of drainable material. A very extensive drainage system was also installed, which was found to be very much needed.

Route 25, Section 25B & 22C, Roadside Impr.
Cranbury & Hightstown Relocation
Federal Aid 123F(2) & 123D(2)

| E. Windsor & Cranbury Townships | Mercer & Middlesex Counties |
|---|---|
| General Contractor: | R. W. Cleveland & Company |
| Bonding Company: | Fidelity & Casualty Co. of N.Y. |
| Resident Engineer: | W. J. Hudnut |
| Length of Project: | 5.136 miles |
| Bids Received: 4-5-40 | Contract Awarded: 4-9-40 |
| Date of Contract: 4-12-40 | |
| Contract Date for Starting: 4-25-40 | Date Started: 4-17-40 |
| Completion time: | 30 working days |
| Contract completed: 6-25-40 | Working Days: 22 |
| Work accepted by Commissioner: | 7-9-40 |
| Amount of Original Contract: | $ 9,900.15 |
| Extra Work: 0 | Reductions: $4.00 |
| Final Cost: $9,896.15 | |
| Amount Completed in 1940: | $9,896.15 |

The planting was late in getting started but was rapidly pushed so that by June 4th the planting was about completed. Humus was substituted for peatmoss for mulching the trees and shrubs.

Princeton Nurseries furnished the trees and shrubs under the inspection of Robert Green, Landscape Engineer, and his assistant Jules Trossbach. Local topsoil was used. Ideal planting conditions prevailed through the work and good results were obtained.

Route 25, Section 33
Deans to Cranbury (Grading)
WPA Project 1016-12-40 P30

| Cranbury & So. Brunswick Townships | Middlesex County |
|---|---|
| General Contractor: | Villa Contracting Co.,Inc. |
| Bonding Company: | The Metropolitan Casualty Ins. Co. of N.Y. |
| Resident Engineer: | J. W. Hiller |
| Length of Project: | 6.253 miles |
| Graded: | 51', 87' & 97' for dual roadway. |
| Right of Way: | 120' & 140' |
| Bids Received: 9-29-39 | Contract Awarded: 10-24-39 |
| Date of Contract: 10-27-39 | |
| Contract Date for Starting: 11-3-39 | Date Started: 11-14-39 |
| Completion time and extensions to 12-31-40: | 200 + 24 working days |
| Time used to 12-31-40: | 209½ Working Days |
| Amount of Original Contract: | $ 153,770.64 |
| Amount of Adjusted Contract to 12-31-40: | 173,711.15 |
| Amount completed to Dec. 31, 1940: | 160,650.00 |
| Amount completed in 1940: | 134,650.00 |

This project except on the southerly end for 2½ miles is over new alignment, by-passing East of Dayton and overpassing the P.R.R.

Considerable ditching and wet excavation were necessary on the northerly end where the new alignment passes thru a swamp area.

Due to the delay in improvement by W.P.A. to Big Ditch it was necessary to raise the grade of the portion of our drainage system in this area.

The most of this work is completed except a small amount of drain pipe, ditching and clean up to be done before the start of the contract for paving this section in the spring of 1941.

Route S26, Section 1B &
Route 25, Sections 4C & 5C
Adams Station to Plainfield Avenue
Federal Aid Projects 95E(3), 95F(2) & 95H(3)

| | |
|---|---|
| City of New Brunswick and No. Brunswick & Raritan Twps. | Middlesex County |
| General Contractor: | N.J.State Highway Maint.Div. |
| Resident Engineer: | A. C. Ely |

Length of Project: 6.518 miles(includes Raritan River Br. .361 mi.)
Pavement: 10" R. C.Widening to provide dual highways 30' to 37' wide with variable center island 2' to 12'.
George's Road Circle at Rt. 25 & S26 paved minimum width of 26' with curbs.
Raritan River Bridge converted to 2-24' roadways with 24" Center Island Curb
Shoulders: Average 7½"x6.6' Improved
Graded: 50' to 80'
Right of Way: 100'

| | |
|---|---|
| Date for Starting: 9-7-39 | Date Started: 9-7-39 |
| Completion time and extensions to 12-31-40: | 180+10 working days = 190 |
| Time used to 12-31-40 | 176 working days |

| | |
|---|---|
| Amount of Original Estimate: | $647,089.77 (Road) |
| Amount of Adjusted Estimate to 12-31-40: | 660,107.39 (Road) |
| Estimated Amt. completed to Dec.31,1940: | 598,200.00 |
| Estimated Amt. completed in 1940: | 453,435.90 |

Several small bridges were extended under this contract at an estimated cost of $5,745.00.

Actual costs assembled to Dec. 31, 1940 were $717,170.99

These sections will complete the dualing of Route 25 & Route 26 between Trenton and Jersey City.

Work on Section 5C, Raritan River Bridge to Plainfield Avenue was pushed with the result that all work on this section except Safety Island and Topsoiling & Seeding was completed in 1939. Full width paving was constructed throughout this section with curb.

1939 work on the remaining sections, Raritan River Bridge to Adams Station, was limited to excavation and Drainage. This was completed in 1940 together with paving, islands, etc.

The main features of this work are the Traffic Circle at George's Road Intersection (Rt.25-S26 intersection). Safety Island Construction, Pavement Moving, similar to preceeding section, and the installation of subbase under all new pavement construction.

The work remaining to be completed in 1941 is principally seeding on S26 and George's Road Circle.

Route 28-24 Conn.Link, Sec.#2(Paving)
Straw Church to Rt. 24
Federal Aid 179A(2) & 32A(2)

| | |
|---|---|
| Pohatcong, Greenwich & Lopatcong Townships | Warren County |
| General Contractor: | Korp & Korp |
| Bonding Company: | Standard Accident Insurance Co. |
| Resident Engineer: | E. C. Benoist |
| Length of Project: | 1.896 miles |
| Pavement: | 9" R.C. 20' on Connection, 24' & 32' on Ramps; 2-32' widths with 6' island on Rt. 24. |
| Shoulders: | Av. 7½"x10' Improved |
| Graded: | 32', 24', 42', 70' & 92'. |
| Right of Way: | 120' & Variable |
| Bids Received: 5-26-39 | Contract Awarded: 6-2-39 |
| Date of Contract: 6-6-39 | |
| Contract Date for Starting: 6-15-39 | Date Started: 6-12-39 |
| Completion Time: 140 W. Days | Extensions 7 W. Days - Total 147 W.D. |
| Contract Completed: 5-4-40 | Working Days: 127 |
| Work Accepted by Commissioner: | 5-7-40 |
| Amount of Original Contract: | $139,361.79 (Rd.) |
| Extra Work: $8,749.72 | Reductions: $2,116.04 |
| Final Cost: | $145,995.47 (Rd.) |
| Amount Completed in 1940: | $ 7,995.47 |

A 48'-9½" span steel & concrete bridge to carry the north bound lane over east bound lane of Rt. 24 was included in this contract and cost $26,087.48.

This project is the second of two sections connecting Rt.28 and 24. It begins at Straw Church and runs in a northweaterly direction across new right of way, crossing over the D.L. & W. R.R. tracks and connecting with Route 24 about one mile east of Phillipsburg. At this point the North and South Bound Lanes meet with the West and East Bound Lanes of Route 24.

This contract includes concrete pavement for the entire length of the project. On the Route 24 end of the job it includes a bridge for traffic separation as well as grading and drainage along Route 24.

The grading and drainage from Straw Church to Route 24 and the two bridges over the D.L. & W. R.R. were completed under separate contracts. The roadway between Straw Church and Route 24 was graded for a dual highway, while under this paving contract a single lane of 20 feet of concrete was constructed for two way traffic.

The grading and paving of the West Bound Lane along Route 24 was completed first and opened to traffic before the then existing Route 24 was torn up and graded. While traffic was using the West Bound Lane, the grading, drainage, bridge, concrete pavement, etc., the rest of the job was completed, without interruption to traffic.

This project was 95% complete by Jan. 1, 1940. As soon as the weather permitted such incompleted items as monolithic curb and gutter, guard rail, topsoil and seeding were constructed this year and the entire job opened to traffic on Sat. May 4, 1940.

This project cut off one and a half miles of the distance from Straw Church to Route 24, as this Connecting Link is that much shorter than Temporary By Pass U.S.Route 22 previously in use by traffic.

Route 28, Section 22
Lebanon Relocation (Grading)
Annandale-Van Syckles Corner
WPA Project #1016-10-17 P-31

| | |
|---|---|
| Clinton Township | Hunterdon County |
| General Contractor: | Samuel Colacurcio, Inc., |
| Bonding Company: | The Aetna Casualty & Surety Co. |
| Resident Engineer: | L. T. McCormick |
| Length of Project: | 2.85 miles |
| Graded: | 120' with 10' walk space each side and 50' depressed center island space |
| Right of Way: 160' | |
| Bids Received: 9-29-39 | Contract Awarded: 10-13-39 |
| Date of Contract: 10-17-39 | |
| Contract Date for Starting: 10-27-39 | Date Started: 10-30-39 |
| Completion time and extensions to 12-31-40: 150+3 work.days = 153 | |
| Time used to 12-31-40: | 129 working days |
| Amount of Original Contract: | $ 87,526.56 |
| Amount of Adjusted Contract to 12-31-40: | $89,035.76 |
| Amount completed to Dec. 31, 1940: | $74,300.00 |

This is the first section of the reconstruction of Route 28 from Clinton to Somerville. This section by-passes the Boro of Lebanon on the North, eliminating the hazardous traffic condition created by the narrow pavement in the business section of the town.

The present contract is for the grading, drainage and top-soiling under the Highway's W.P.A. program. Progress was poor due to the slowness of the contractor in starting excavation in 1939 before freezing weather set in. The W.P.A. labor on this contract was fairly efficient, although progress was slow due to unfavorable weather during the time of the contract.

Work is now complete with the exception of final cleaning up the job.

Route 28, Section 23 Grading
Clinton Point to C.R.R. Bridge at Annandale
State Project

| | |
|---|---|
| Clinton Township | Hunterdon County |
| General Contractor: | Samuel Colacurcio, Inc., |
| Bonding Company: | Aetna Casualty & Surety Company |
| Resident Engineer: | L. T. McCormick |
| Length of Project: | 1.752 miles |
| Graded: | 2-30' to 45' Roadways with 50' to 70' center island and 18' to 20' walk space each side. |
| Right of Way: | 158' to 200' |
| Bids Received: 12-27-40 | Contract Awarded: 12-27-40 |
| Date of Contract: 1- 3-41 | |
| Contract Date for Starting: 1-17-41 | |
| Completion time: | 150 working days |
| Amount of Original Contract: | $232,329.15 (Rd.) |

A 30' span R.C. arch bridge over Beaver Brook is in this contract at a bid price of $40,954.50.

This is the remaining section of Rt. 28 between Clinton Point and Somerville that is being graded for a dual highway in the near future to provide relief for this travel congested route.

It is expected work will get underway on the grading and bridge work early in 1941.

Route 28, Section 24 (Grading)
Van Syckles Corner to White House
State Project

| Clinton & Readington Townships | Hunterdon County |
|---|---|
| General Contractor: | C. T. Burket |
| Bonding Company: | National Surety Corporation |
| Resident Engineer: | L. T. McCormick |
| Length of Project: | 3.453 miles |
| Graded: | 2-35' roadways with 20' walk space & 50' center island space except along existing roadway walk space 13' & center island space 60'± |
| Right of Way: | 160' & 160'± |
| Bids Received: 9-20-40 | Contract Awarded: 9-20-40 |
| Date of Contract: 9-30-40 | |
| Contract Date for Starting: 10-4-40 | Date Started: 11-29-40 |
| Completion time: | 150 working days |
| Time used to 12-31-40: | 24 " " |
| Amount of Original Contract: | $173,317.30 |
| Amount of Adjusted Contract to 12-31-40: | 173,317.30 |
| Amount Completed to Dec. 31, 1940: | 18,650.00 |

This section of the reconstruction of Route 28 extends from Van Syckles Corner, East of Lebanon, to White House. The larger part of this section follows the existing right of way which has been widened to secure a minimum width of 160 feet. This section by-passes part of White House on the South, eliminating the present traffic hazard at this location.

This contract is for grading, drainage and topsoiling in preparation for paving in the future.

The contract is now 11% complete. Progress on this section has been fair due to the same contractor having the adjoining section on which he has been concentrating. This section should be completed by August, 1941.

Route 28, Section 25 (Grading)
White House-North Branch
State Project

| Readington & Branchburg Townships | Hunterdon & Somerset Counties |
|---|---|
| General Contractor: | C. T. Burket |
| Bonding Company: | National Surety Corporation |
| Resident Engineer: | L. T. McCormick |
| Length of Project: | 4.427 miles |
| Graded: | 2-35' roadways with 50' center island and 10' to 20' walk space. |
| Right of Way: | 160' |
| Bids Received: 9-6-40 | Contract Awarded: 9-10-40 |
| Date of Contract: 9-23-40 | |
| Contract Date for Starting: 9-24-40 | Date Started: 9-26-40 |
| Completion time: | 150 working days |
| Time used to 12-31-40: | 30½ " " |
| Amount of Original Contract: | $202,375.61 (Rd.) |
| Amount of Adjusted Contract to 12-31-40: | 202,375.61 |
| Amount completed to Dec.31,1940: | 78,600.00 |

A 6' R.C. Box Culvert Cattle Pass Bridge is included in this contract at a bid price of $6,702.50

This section of the reconstruction of Route 28 extends from White House to the Raritan River at North Branch. Part is over new right of way, the remainder along the existing right of way which has been widened to give a minimum width of 160 feet. This section by-passes on the South, both White House at the West end of the section, and North Branch at the East end, eliminating the present traffic hazards in these two towns.

This contract is for grading, drainage and topsoiling in preparation for paving in the future.

The contract is now 41% complete. Progress has been exceptionally good due to efficient supervision and operation of the LeTourneau carryalls and Tournapulls. This entire contract should be completed by June 1, 1941.

Route 28, Section 26 &
Route 28-29 Conn.,Section 1 (Grading)
North Branch to Somerville
WPA Project 1016-18-34 P-37

| Bridgewater Township | Hunterdon County |
|---|---|
| General Contractor: | Villa Contracting Co.,Inc., |
| Bonding Company: | Metropolitan Casualty Ins.Co. of N.Y. |
| Resident Engineer: | L. T. McCormick |
| Length of Project: | 2.841 miles |
| Graded: | 2-35' roadways with 50' center island & 10' to 20' walk space each side. |
| Right of Way: | 160'± |
| Bids Received: 1-5-40 | Contract Awarded: 1-29-40 |
| Date of Contract: 2-2-40 | |
| Contract Date for Starting: 2-14-40 | Date Started: 3-26-40 |
| Completion time: | 140 working days |
| Time used to 12-31-40: | 79 " " |
| Amount of Original Contract: | $106,021.78 |
| Amount of Adjusted Contract to 12-31-40 | 106,021.78 |
| Amount completed to Dec. 31, 1940: | 48,900.00 |

This section of the proposed reconstructed Route 28, between Somerville and Clinton, extends from the Raritan River at North Branch to the intersection of Routes 29 & 31 at Somerville. It is entirely over new right of way, 160 feet minimum width, by-passing North Branch on the South eliminating the hazardous traffic condition in this town.

The present contract is for grading, drainage and topsoiling under the Highway's W.P.A. program.

The contract is now 46% complete. Progress has been poor due to late date on which the contractor started his excavation. The W.P.A. labor has performed their share of the work in a very satisfactory manner. The entire contract should be complete by July 1, 1941.

Route 29, Section 6A
South Main St., Lambertville
WPA Project 1016-10-24 P-53

| City of Lambertville and W. Amwell Township | Hunterdon County |
|---|---|
| General Contractor: | Geo. M. Brewster & Son, Inc. |
| Bonding Company: | The Aetna Casualty & Surety Co. |
| Resident Engineer: | Carl Teegen |
| Length of Project: | 0.697 miles |
| Pavement: | 9" R. C. 2-30' roadways separated by 4' center island |
| Shoulders: (None) | |
| Graded: | 2-30' roadways with 4' center islands & 8' walk space each side |
| Right of Way: | 80' |
| Bids Received: 11-15-40 | Contract Awarded: 12-4-40 |
| Date of Contract: 12-4-40 | |
| Contract Date for Starting: 12-19-40 | Date Started: 12-17-40 |
| Completion time: | 120 working days |
| Time used to 12-31-40: | 0 " " |
| Amount of Original Contract: | $128,245.96 (Road) |
| Amount of Adjusted Contract to 12-31-40: | 128,245.96 (Road) |
| Amount completed to Dec. 31, 1940: | 0.00 |

An 8' span R.C. slab bridge was included in this contract for a bid of $7000.00

This project is to widen the approach to Lambertville at the junction of Main Street with Rt. 29.

Work is started on the bridge by the contractor's forces. The W.P.A. forces will start on the road grading early in January, 1941.

Route 33-35 Conn. Sec. #1 Grading
Rt. 33 at Anderson's Cor. to Asbury Ave. at Wayside Road
State Project

| | |
|---|---|
| Shrewsbury and Neptune Townships | Monmouth County |
| General Contractor: | Weldon Contracting Co. |
| Bonding Company: | Seaboard Surety Co. |
| Resident Engineer: | V. E. Markle |
| Length of Project: | 2.799 miles |
| Right of Way: | 130' & variable at intersections |
| Bids Received: 5-3-40 | Contract Awarded: 7-9-40 |
| Date of Contract: 7-12-40 | |
| Contract Date for Starting: 7-19-40 | Date Started: 7-22-40 |
| Completion Time: | 180 working days |
| Contract Completed: 8-31-40 (Road* | 23 " " |
| Work accepted by Commissioner: | 1-14-41 |
| Amount of Original Contract: | $129,075.04 (Road) |
| Extra Work: $6619.25 | Reductions 113,320.90 |
| Final Cost: | 22,373.39 (Road) |
| Amount Completed in 1940: | 22,373.39 (Road) |

Two bridges were included in this contract and cost as follows:
R. C. Box 9' span at Alewife Creek - $ 8,792.59
R. C. Box 11'span at Jumping Brook - $ 9,730.52

This grading contract was made up and awarded as a W.P.A.-State Project, but due to lack of sufficient labor the contract was cancelled.

The contractor had started work with equipment before being notified that W.P.A. labor was not available, so he had already completed about 74% of the roadway excavation and about 42% of the wet excavation in this contract. Also the bridges were completed as the contractor was originally intended to furnish these with his own forces.

The remainder of this contract and provision for temporary paving is provided in a later contract that is now underway.

Route 33-35 Conn. Section 1
Rt. 33 at Anderson's Cor. to Asbury Ave. at Wayside Rd.
State Project

| Shrewsbury & Neptune Townships | Monmouth County |
|---|---|
| General Contractor: | Thomas Gallo |
| Bonding Company: | Standard Accident Ins.Co. |
| Resident Engineer: | V. E. Markle |
| Length of Project: | 2.799 miles |
| Pavement: | 8" Gravel 35' & 40' wide with 20' of treated surface. |
| Shoulders: | 5'& 10' of above that is untreated. |
| Graded: | 2-35' or 40' roadways with 20' & variable center islands. |
| Right of Way: | 130' & variable at intersections. |
| Bids Received: 9-6-40 | Contract Awarded: 9-11-40 |
| Date of Contract: 9-14-40 | |
| Contract Date for Starting: 9-19-40 | Date Started: 9-19-40 |
| Completion time: | 151 working days |
| Time used to 12-31-40: | 51½ " " |
| Amount of Original Contract: | $197,718.67 |
| Amount of Adjusted Contract to 12-31-40: | 198,393.67 |
| Amount completed to Dec. 31, 1940: | 54,300.00 |

The bridges were completed by Weldon Contracting Company in the first contract on this section.

This project provides a connection over new Right of Way from Route 33 at Anderson's Corner to Asbury Ave. at a point about 1 mile West of the Asbury Ave.-Route 35 Traffic Circle.

Bids for this improvement as a W.P.A. Project were received and awarded to the Weldon Contracting Company.(see write-up for grading of this contract) This contract was later cancelled due to a scarcity of W.P.A. labor, but the bridge and culvert items which were non-W.P.A. were completed by the Weldon Contracting Company.

It is hoped this contract will be completed before the heavy summer traffic to facilitate traffic to north shore points from Route 33.

Route 35-4N Conn. Section 1
West Long Branch Connection
State Project

| | | |
|---|---|---|
| Shrewsbury Township | | Monmouth County |
| General Contractor: | | Jannarone Contracting Co. |
| Bonding Company: | | Massachusetts Bonding & Ins. Co. |
| Resident Engineer: | | V. E. Markle |
| Length of Project: | | 2.018 miles |
| Pavement: | 8" Gravel 40' wide 20' treated and 7" Pen. Mac. Base with 2" Bit.Conc.Surface, variable dual widths at intersections. | |
| Shoulders: | 8" & 10' Gravel | |
| Graded: | Dual 40' widths, with 40' center island space & 20' walk spaces, variable at intersections | |
| Right of Way: | 160' | |
| Bids Received; | 9-6-40 | Contract Awarded:9-10-40 |
| Date of Contract: | 9-13-40 | |
| Contract Date for Starting: | 9-24-40 | Date Started: 9-16-40 |
| Completion time: | | 120 working days |
| Time used to 12-31-40 | | 49 " " |
| Amount of Original Contract: | | $184,336.03 (Road) |
| Amount of Adjusted Contract to 12-31-40: | | 184,336.03 (Road) |
| Amount completed to Dec. 31, 1940: | | 36,800.00 (Road) |

A 10' span R. C. Box Culvert is included in this contract at a bid price of $6,619.40.

This project provides for a connecting link from Route 35 at Locust Road to Broadway, West Long Branch. The present construction plan calls for the paving of a Traffic Circle at Route 35 and the grading for a dual roadway on a 160' Right of Way throughout the contract and the construction of one 40' lane of gravel surface 20' of which is treated. Bituminous macadam or concrete pavement is provided at the intersections with Route 4N and at Broadway West Long Branch.

Variable dual widths will be provided at Rt. 35, Rt. 4N and at Broadway intersections.

The progress to date consists of clearing site, wet excavation, roadway excavation and drainage items.

The item of wet excavation is now wholly complete, roadway excavation approximately 40% and about 50% of the drainage items. The progress on the entire contract is about 22% at this date.

Route 35, Section 12A & 13A
Roadside Improvement
Smith St., to Rt. 25 and Green St., Circle
Federal Aid 128C(2), 128B(3) & 95G(3)

| Woodbridge Township | Middlesex County |
|---|---|
| General Contractor: | Robert W. Cleveland & Co. |
| Bonding Company: | Fidelity & Casualty Co. of N.Y. |
| Resident Engineer: | Harry A. Hartmann |
| Length of Project: | 3.888 miles |
| Bids Received: 4-5-40 | Contract Awarded: 4-9-40 |
| Date of Contract: 4-12-40 | |
| Contract Date for Starting: 4-25-40 | Date Started: 4-22-40 |
| Completion Time: | 50 working days |
| Contract Completed: 9-18-40 | Working Days: 37½ |
| Work Accepted by Commissioner: | 10-29-40 |
| Amount of Original Contract: | $33,120.25 |
| Extra Work: 0.00 Reductions: | 1,768.00 |
| Final Cost: | 31,352.25 |
| Amount Completed in 1940: | 31,352.25 |

This section of highway is a link in the Perth Amboy By-Pass, a part of the main route from the Metropolitan area to the shore.

The project was comprised for the most part of the planting of young trees and shrubbery, and the topsoiling and seeding of certain areas adjacent to the road.

Much difficulty had been experienced on this section due to slides or slipping of topsoil from the slopes. This is due mainly to moisture seeping through the topsoil and being retained by the underlying clay strata. It is hoped, and has already been shown, that the planting of these slopes with a heavy growth of shrubbery such as sumac will tend to prevent this condition.

This beautification through the planting of grass, trees and shrubbery is another step forward in the aim to make New Jersey highways not only safe but pleasant for the traveling public.

Route 35, Section 12B & 13B
Smith St. to Green Street Shoulder Paving
WPA Project 1016-12-45 P-45

| | |
|---|---|
| Woodbridge Township | Middlesex County |
| General Contractor: | Franklin Contracting Company |
| Bonding Company: | Standard Accident Insurance Co. |
| Resident Engineer: | Harry A. Hartmann |
| Length of Project: | 2.949 miles |
| Pavement: | 9" R.C. 2' & 10' widths |
| Graded: | 2-32' Roadway with 16' center island and 20' walk space each side except at underpasses at L.V. R.R. & New Brunswick Ave. where Center island is 6' and 2' walks each side. |
| Right of Way: | 120' |
| Bids Received: 5-3-40 | Contract Awarded: 5-28-40 |
| Date of Constrct: 6-4-40 | |
| Contract Date for Starting: 6-13-40 | Date Started: 7-9-40 |
| Completion time: 70 working days | Extensions: 20 W.D. Total 90 W.D. |
| Time used to 12-31-40 | ▼9½ Working Days |
| Amount of Original Contract: | $63,416.15 |
| Amount of Adjusted Contract to 12-31-40: | $84,461.60 |
| Amount completed to Dec. 31, 1940: | 83,500.00 |

This section consists mainly of paving existing gravel shoulders with 9" reinforced concrete pavement. Two ten foot concrete lanes and a gravel shoulder in each direction, separated by a sixteen foot center island, had been constructed under a previous contract.

The contract time of completion was revised to ninety (90) days, due to a change order which involved the addition of two traffic lanes between New Brunswick Ave. and the Lehigh Valley Railroad, the 24 foot traveled way in either direction being inadequate.

This contract is completed except some sod curb and clean up which will be done early in spring of 1941.

The improvement eliminates costly maintenance of gravel shoulders and drainage structures, adds to the cleanliness of the highway, and increases the traffic capacity of the main artery of travel from the Metropolitan area to the shore resorts.

Route 35, Section 14B
Roadside Improvement
South Approach to Raritan River Bridge
Federal Project 128D(1)

| | |
|---|---|
| Boro of Sayreville | Middlesex County |
| General Contractor: | Grand View Nurseries |
| Bonding Company: | Indemnity Insurance Co. of N.America |
| Resident Engineer: | Harry A. Hartmann |
| Length of Project: | 0.752 miles |
| Right of Way: | 110'-210'± |
| Bids Received: 9-20-40 | Contract Awarded: 10-1-40 |
| Date of Contract: 10-7-40 | |
| Contract Date for Starting: 11-8-40 | Date Started: 10-24-40 |
| Completion time: | 50 working days |
| Time used to 12-31-40: | 25½ " " |
| Amount of Original Contract: | $13,997.02 |
| Amount of Adjusted Contract to 12-31-40: | 13,997.02 |
| Amount completed to Dec. 31, 1940: | 10,850.00 |

This section of highway was constructed early in 1940, under a previous contract, and is a link in the Perth Amboy By-Pass, a part of the main route from the Metropolitan area to the shore resorts.

The project is comprised for the most part of the planting of young trees and shrubbery, and the topsoiling to a depth of two inches and the seeding of the circle. The planting is finished & topsoil placed. The seeding will be completed in the early spring of 1941.

Serving the dual purpose of beautifying the area in which used, and also of holding slopes from wash-outs, roadside improvement is proving of real worth in highway construction and maintenance.

Route 35, Section 14B (Paving)
South Approach to Raritan River Bridge
State Project

| | |
|---|---|
| Boro of Sayreville & Woodbridge Township | Middlesex County |
| General Contractor: | Eisenberg Construction Co. |
| Bonding Company: | Maryland Casualty Co. |
| Resident Engineer: | Harry A. Hartmann |
| Length of Project: | .889 miles |
| Pavement: | 9" R.C. 32' to 64' wide. |
| Graded: | 52' to 64' without center island and 2-32' roadways with center island 12' to 21' wide and up to 64' width at intersections. |
| Right of Way: | 110' to 210'± |
| Bids Received: 12-22-39 | Contract Awarded: 12-22-39 |
| Date of Contract: 1-19-40 | |
| Contract Date for Starting: 1-2-40 | Date Started: 2-20-40 |
| Completion Time: 180 Calendar Days | Extensions: 108 Calendar Days |
| Contract Completed: 10-15-40 | Calendar Days Used: 288 |
| Work Accepted by Commissioner: | 10-29-40 |
| Amount of Original Contract: | $132,800.26 (Road) |
| Extra Work: $ 9,657.91 Reductions: | 3,992.01 |
| Final Cost: | 138,466.16 (Road) |
| Amount Completed in 1940: | 138,466.16 |

Two encased I Beam Bridges included in this contract at Circle intersection with Rt. 4 and Rt. 35 at a cost of $69,537.61.

This section is the final link to be constructed in the Perth Amboy By-Pass, which is part of the main route from the Metropolitan area to the shore resorts. The work involved the construction of two bridges over the existing traffic circle, and construction of five to six lanes of concrete pavement with concrete curb throughout the section.

An extension of time was found necessary due to a change of plan which provided for at least five traffic lanes throughout the project.

Little difficulty was encountered in the actual construction work. Embankments, except in areas adjacent to the bridges, were completed on a previous contract.

Due to the construction of five traffic lanes, it was deemed advisable to install a system of lights to control and allocate the lanes to the direction of heaviest traffic, thus increasing the capacity of the highway. It has been found, generally, that southward traffic is heaviest in the morning and northward traffic in the afternoon.

The entire section with its adequate lighting, concrete curbs throughout, wire rope railing, seeded slopes, etc., is complete and modern in all respects.

Route 35, Section 37
Traffic Circle at Asbury Avenue
Federal Aid 182A(1)

| Neptune & Ocean Townships | Monmouth County |
|---|---|
| General Contractor: | Jannarone Contracting Company |
| Bonding Company: | Massachusetts Bonding & Ins.Co. |
| Resident Engineer: | V. E. Markle |
| Length of Project: | 0.431 mile |
| Pavement: | 9" R. C. 30' to 40' wide |
| Shoulders: | None |
| Graded: | 30' to 40' |
| Right of Way: | 66' & variable |
| Bids Received: 12-22-39 | Contract Awarded: 12-29-39 |
| Date of Contract: 1- 4-39 | |
| Contract Date for Starting: 1-17-40 | Date Started: 2-24-40 |
| Completion Time: 80 working days | Extenstions: 8 working days |
| Contract Completion: 9-27-40 | Working Days: 78 |
| Work Accepted by Commissioner: | 11-13-40 |
| Amount of Original Contract: | $101,078.46 |
| Extra Work: $ 9886.84 | Reductions: $4,332.33 |
| Final Cost: | $106,632.97 |
| Amount Completed in 1940: | 106,632.97 |

The improvement of Route 35, Section 37 consisted of a traffic circle to eliminate a dangerously heavy traffic intersection at Route 35 and Asbury Avenue West of the City of Asbury Park.

Starting of the work on this project was somewhat delayed by severe cold weather. Paving operations were started on May 14th and finished July 30th. The entire job was hand finished on account of the irregularity of widths, etc.

The major portion of the extra work was due to the grading and topsoiling of the large North and South islands which was made possible by acquiring title to this land from the private owners. The grading of these areas was carried out with the view of preserving all large and small trees in locations where grading could be modified to limits favorable to their retention. The general improvement of the landscape in this area due both to the work completed under this contract and the planting by the Landscape Division has been the subject of much favorable comment by the local press and other sources.

Route 37, Section 9
Cream Ridge-Hornerstown
Federal Aid 119B(1)

| Upper Freehold & Plumstead Townships | Monmouth & Ocean Counties |
|---|---|
| General Contractor: | Pangia Construction Company |
| Bonding Company: | National Surety Corp. |
| Resident Engineer: | F. I. Shoemaker |
| Length of Project: | 2.862 miles |
| Pavement: | 20' Surface treated Gravel 8" |
| Shoulders: | 8"x10' Gravel |
| Graded: | 40' |
| Right of Way: | 120' |
| Bids Received: 3-22-39 | Contract Awarded: 3-28-39 |
| Date of Contract: 4- 3-39 | |
| Contract date for starting: 4-20-39 | Date started: 4-13-39 |
| Completion time: 120 working days | Extensions: 16 working days |
| Contract completed: 7-30-40 | 136 working days used |
| Work accepted by Commissioner: | 7-31-40 |
| Amount of original contract: | $ 85,486.42 |
| Extra Work: $ 6,399.09 | Reductions: 5,041.97 |
| Final Cost: | $ 86,843.54 |
| Amount completed in 1940: | $ 3,691.39 |

The 50' span Encased I Beam bridge at Lahaway Creek was constructed by John J. McGreevy and cost $23,982.84.

This road was built on the easterly side of right of way centered 20' to the left of the center line. When the need arises sufficient room is provided for a dual highway.

The drainage items, the graveling and grading except adjacent to Lahaway Creek Bridge, were completed in 1939.

The work done during 1940 consisted of graveling the approaches to Lahaway Creek Bridge and treating & shaping all the gravel surface as well as finishing seeding of slopes, ditching & clean up.

This completed section is a part of the route between Tenton and north Ocean County shore points. It will relieve traffic carried now on county roads. It will also give the Naval Station at Lakehurst an east and west road for movement of equipment, etc.

Route 39, Sections 1A & 10 (Grading)
Rt. 25 near Bordentown to White Horse
WPA Project 1014-11-36 P-33 &
1016- 3-59 P-32

| Bordentown & Hamilton Townships | | Burlington & Mercer Counties |
|---|---|---|
| General Contractor: | | Robert W. Cleveland & Co. |
| Bonding Company: | | Fidelity & Casualty Co. of N.Y. |
| Resident Engineer: | | J. J. Timmons |
| Length of Project: | | 2.612 miles |
| Graded: | 2-35' roadways with 16' variable center island space and 10' to 20' walk spaces each side | |
| Right of Way: | 119' - 126' | |
| Bids Received: | 10-6-39 | Contract Awarded: 10-25-39 |
| Date of Contract: | 10-28-39 | |
| Contract Date for Starting: 11-4-39 | | Date Started: 11-10-39 |
| Completion Time: | | 140 working days |
| Contract Completed: | 11-18-40 | 140 " " |
| Work Accepted by Commissioner: | | 12-27-40 |
| Amount of Original Contract: | | $45,275.97 |
| Extra Work: | $ 2,199.27 | Reductions: $ 402.95 |
| Final Cost: | 47,072.29 | |
| Amount Completed in 1940: | | $25,594.29 |

This contract consisted of Grading and Drainage necessary for a future dual lane highway having two 35' width graded areas separated by a 16' center island, 20' being reserved for each sidewalk area in fills, and 10' to 20' in cuts, total right of way width being 126'.

The earthwork was heavy, total excavation being 105,957 cubic yards, most of the excess being used to good advantage in widening fills. Approximately 14,000 cubic yards were deposited on Route 25, Section 3D to build up sidewalk areas between Doctor's & Crosswick's Creek. About 12,500' of Drainage Pipes of various sizes were laid, 644' of this pipe being tunneled under existing pavement to provide additional inlets.

An unusual feature was the 72" Corrugated Metal Plate Lining which was laid 20' under existing concrete pavement by tunneling. The lining is made of sections 18" long. Each section being composed of 5 parts which are bolted together on inside of pipe, after sufficient earth core is removed by short handled picks.

The men worked in continous 8 hour shifts, the 176' Plate Lining being completed at the rate of 1' per hour.

Route 39, Section 1B & 10A (Paving)
Rt.25 near Bordentown to White Horse
State Project

| Bordentown & Hamilton Townships | | Burlington & Mercer Counties |
|---|---|---|
| General Contractor: | | Joseph Nesto & Co. |
| Bonding Company: | | Standard Accident Ins. Co. |
| Resident Engineer: | | John J. Timmons |
| Length of Project: | | 2.825 miles |
| Pavement: | 9" R. C. 20' to 35' | dual width on new alignment |
| Shoulders: | Ave. 7½" gravel 5' & 10' | wide |
| Graded: | 2-35' roadways with 16' & variable center islands and 10' to 20' walks each side | |
| Right of Way: | 119' to 126' | |
| Bids Received: 10-11-40 | | Contract Awarded: 10-15-40 |
| Date of Contract: 10-18-40 | | |
| Contract Date for Starting: 10-29-40 | | Date Started: 11-22-40 |
| Completion Time: | | 120 working days |
| Time used to 12-31-40: | | 10 " " |
| Amount of Original Contract: | | $291,959.80 (Road) |
| Amount of Adjusted Contract to 12-31-40: | | 291,959.80 |
| Amount completed to Dec. 31, 1940: | | 3,100.00 |

The widening of the bridge over Crosswicks Creek consisting of 2-73' spans of R. C. is included in this contract at a bid price of $55,134.35.

This section was graded and drained under a previous contract.

When paving is completed next summer traffic will be facilitated by a modern traffic circle at White Horse and a dual highway to Bordentown.

Route S41, Section 2A & 3A
Route 38 to Kresson
Federal Project #183A(1)

| Mt. Laurel Township | Burlington County |
|---|---|
| General Contractor: | S.J.Groves & Sons Co. |
| Bonding Company: | Royal Indemnity Co. |
| Resident Engineer: | J. H. Gerecke |
| Length of Project: | 6.98 miles |
| Pavement: | 9" R. C. 20' Dual |
| Shoulders: | Av. 7½" Gravel 5'x10' wide |
| Graded: | 2-35' roadways with 16' center island and 20' walk each side and variable |
| Right of Way: | 126' |
| Bids Received: 1-5-40 | Contract Awarded: 1-12-40 |
| Date of Contract: 1-17-40 | |
| Contract Date for Starting: 2-1-40 | Date Started: 3-25-40 |
| Completion time: | 140 working days |
| Time used to 12-31-40: | 130 " " |
| Amount of Original Contract: | $482,103.18 |
| Amount of Adjusted Contract to 12-31-40: | 481,836.30 |
| Amount completed to Dec. 31, 1940: | 477,820.00 |

This project is the first section of Route S41 to be dualed. The Tacony-Palmyra Bridge connects with White Horse Pike for Shore Points over this route.

Northern and Western Philadelphia motorists in recent years have developed a preference for this route due to it's freedom from urban congestion. The capacity of the former single highway had become badly taxed especially on the Holidays and week ends.

Paving commenced July 8, 1940 and was finished October 9, 1940. All contract items are completed aside from Topsoiling and Seeding and the contract accordingly will be accepted for Semi-Final Estimate. The project will be finished early in 1941.

Six brands of cement were used in paving operation and specially constructed Tank trucks were used to provide concrete mixing water eliminating the usual use of pipe lines.

An unusally amount of longitudinal and field drainage was provided on this section.

Route 44, Section 8
Bridgeport By-Pass
Federal Aid Project 122E(1)

| | |
|---|---|
| Logan Township | Gloucester County |
| General Contractor: | Versaggi Bros.Construction Co. |
| Bonding Company: | Standard Accident Ins. Co. |
| Resident Engineer: | N. F. Rigor |
| Length of Project: | 1.015 miles |
| Pavement: | 9" R.C. 20' wide except Raccoon Creek Bridge which is dual 24' widths with 4' island |
| Shoulders: | Average 7½"x10' Gravel |
| Graded: | 40', 52' & 60' |
| Right of Way: | 120' |
| Bids Received: 6-2-39 | Contract Awarded: 6-6-39 |
| Date of Contract: | 6-12-39 |
| Contract date for starting: 6-24-39 | Date started: 6-23-39 |
| Completion time & extensions to 12-31-40: | 140 working days |
| Time used to 12-31-40: | 130 " " |
| Amount of Original Contract: | $84,752.93 |
| Amount of Adjusted Contract to 12-31-40 | 84,752.93 |
| Amount completed to Dec. 31, 1939: | 64,620.00 |
| Amount completed in 1940: | 12,880.00 |

The bridge over Raccoon Creek was under separate contract with F. A. Canuso & Son and cost $317,861.50.

This project is the initial stage of construction of a dual highway over a new 120' right of way by-passing entirely the town of Bridgeport, Gloucester County, and by relocating a new vertical lift bridge (under separate contract) eliminating a dangerous curved bridge approach which was the scene of many serious accidents.

That portion of the project from the East of the town to the intersection with Route S44(Bridgeport-Chester Ferry Connection) was opened to traffic under semi-final acceptance October 31, 1939.

The remainder of the project was delayed by the construction of the bridge over Raccoon Creek.

One side of this bridge was completed by the middle of June when the road work on the approaches was started so that one-half of the new bridge was opened for traffic July 17th. During the fall and early winter the bridge and approaches were completed so that it was fully opened to traffic on December 28, 1940.

The guard rail & clean-up remain to be done in 1941.

Route 44, Section 9 (Grading)
Westville-Pierce's Corner
State Project

| West Deptford Township | Gloucester County |
|---|---|
| General Contractor: | Santaniello Bros. |
| Bonding Company: | Aetna Casualty & Surety Co. |
| Resident Engineer: | M. P. McDole |
| Length of Project: | 3.203 miles |
| Graded: 2-35' roadways with 6' & 30' Center Island and 10' to 20' walk space | |
| Right of Way: 140' | |
| Bids Received: 11-29-40 | Contract Awarded: 12-23-40 |
| Date of Contract: 12-24-40 | |
| Contract Date for Starting: 1-9-41 | |
| Completion Time: | 140 working days |
| Amount of Original Contract: | $208,754.95 (Road) |

A 12' span R.C.Box Bridge over Hessian Run is included in this contract at a bid price of $21,791.00

This grading contract which is expected to start early in 1941 will provide space for a dual highway.

A by-pass on new alignment is provided thru Verga with a future underpass bridge at Hessian Ave. and an overpass at Red Bank Ave.

Route 44, Section 10 (Paving)
Bridgeport-Nortonville
State Project

| Logan Township | | Gloucester County |
|---|---|---|
| General Contractor: | | S.J.Groves & Sons Co. |
| Bonding Company: | | Royal Indemnity Co. |
| Resident Engineer: | | Norman F. Rigor |
| Length of Project: | | 2.873 miles |
| Pavement: | 9" R.C. 20' & 35' wide | |
| Shoulder | Ave. 7½" Gravel 5'x10' wide | |
| Graded: | Dual 35' roadways with 6',16' & variable center islands and 10' & 20' walk spaces | |
| Right of Way: | 126' | |
| Bids Received: | 9-13-40 | Contract Awarded: 9-13-40 |
| Date of Contract: | 9-19-40 | |
| Contract Date for Starting: | 10-4-40 | Date Started: 10-7-40 |
| Completion time: | | 140 working days |
| Time used to 12-31-40: | | 35½ " " |
| Amount of Original Contract: | | $283,132.19 (Road) |
| Amount of Adjusted Contract to 12-31-40: | | 283,132.19 |
| Amount completed to Dec. 31, 1940: | | 32,430.00 |

A 9' span and a 20' span R.C. slab bridges were included in this contract at a bid price of $17,388.00.

This project consists of widening to a dual highway the causeway east of Raccoon Creek, paving both lanes.

From there only the right or northern lane is being constructed, the left or existing portion to remain in use.

Construction is moving along rapidly on the Wet Excavation and if propress is not delayed the project will be completed before the heaviest summer traffic comes.

Route 49, Section 16
South Dennis Relocation, Inc. Bridge over P-R.S.L.
Federal Project FAGH 96B(1)

| | | |
|---|---|---|
| Dennis Township | | Cape May County |
| General Contractor: | | Harry Eisenberg, Inc. |
| Bonding Company: | | Continental Casualty Co. |
| Resident Engineer: | | D. H. Johnston |
| Length of Project: | | 1.147 miles |
| Pavement: | 9" R.C. 20' & dual 26' widths | |
| Shoulders: | Av. 7½" Gravel single 10' width | |
| Graded: | 40' and 2-26' roadways with variable island width and 6'x10' walk spaces | |
| Right of Way: | 126' | |
| Bids Received: 7-12-40 | | Contract Awarded: 7-23-40 |
| Date of Contract: 7-27-40 | | |
| Contract Date for Starting: 8-15-40 | | Date Started: 7-25-40 |
| Completion Time: | | 140 working days |
| Time used to 12-31-40: | | 83 " " |
| Amount of Original Contract: | | $167,532.24 |
| Amount of Adjusted Contract to 12-31-40 | | 167,642.24 |
| Amount completed to Dec. 31, 1940: | | 130,900.00 |

The bridge over P-R.S.L. is included in this contract at a bid price of $60,823.00

This project consists of the construction of a concrete bridge over the Penna.-Reading Seashore Line at South Dennis and the approaches thereto. When completed, it will be possible to eliminate two present grade crossings, one of which is now on the southern portion of Route 49. The junction of Routes 49 and S-49 is being relocated and a modern intersection being constructed, with 26' wide traffic lanes of 9" reinforced concrete pavement and curbed throughout. The southerly portion for a distance of 2800 feet will be 20 ft. wide as is the existing pavement of this route.

While no outstanding construction features were involved, it seems worthy of mention that the speed of construction was such, that the project was 88% completed in approximately one half of the contract time, which was made possible because of competent work of the sub-contractor on the bridge construction and the use of modern and up to date dirt moving equipment used in the construction of the approaches.

It is estimated that with two months of normal spring weather this contract will be completed.

Route 51, Section 1
Bridge & Approaches over Pa.-Reading S.L. at Bridgeport
Federal Aid FAGS 11(1)

| | | |
|---|---|---|
| Logan Township | | Gloucester County |
| General Contractor: | | Joseph Nesto & Co. |
| Bonding Company: | | Standard Accident Ins.Co. of Detroit |
| Resident Engineer: | | Norman F. Rigor |
| Length of Project: | | 0.427 miles |
| Pavement: | 9" R.C. 10' widening and 9" R.C. dual 26' to 32' with center island width from 2' to 36' | |
| Shoulders: | 8" Gravel 5' and variable | |
| Graded: | From 30' single width to 2-dual widths from 24.9' to 36' with 6'& 10' walk spaces. | |
| Right of Way: | 120' | |
| Bids Received: | 8-4-39 | Contract Awarded: 8-15-39 |
| Date of Contract: | 8-17-39 | |
| Contract Date for Starting: | 9-2-39 | Date Started: 9-1-39 |
| Completion Time: | | 120 working days |
| Contract Completed: | 4-26-40 | 120 " " |
| Work Accepted by Commissioner: | | 5-28-40 |
| Amount of Original Contract: | | $69,669.28 (Road) |
| Extra Work: | $ 366.33 | Reductions: 4,031.94 |
| Final Cost: | | $66,003.67 (Road) |
| Amount Completed in 1940: | | 4,003.67 |

The encased I beam bridge over the P-R.S.L. has 3 spans and is included in this contract. It cost $34,130.08.

This project eliminates a dangerously narrow wooden bridge over Pa.-Reading Seashore Lines at Bridgeport, Gloucester County. It Connects Route S-44 (Bridgeport-Chester Ferry Connection) with Route 51 (U.S.#322, Lakes to Sea) a direct connection with South Jersey seashore resorts.

Due to the exceptionally mild fall and early winter weather in 1939, one-half of the bridge and all of the pavement (except the approach slabs and connecting pavement to the unfinished one-half of the bridge) was finished in 25 working days of paving and the completed half of the bridge opened to traffic about Nov. 20th. This was expedited by the use of two additional bags in all pavement in intersections and in the bridge deck.

Unusually severe weather set in about the middle of December, 1939, and work on the uncompleted half of the bridge was delayed about six weeks.

Construction was resumed about February first and the project was completed and fully opened to traffic about the middle of April.

Route 51, Section 2 (Grading)
Bridgeport to Swedesboro-Woodbury Road
WPA Project 1014-8-37 P-36

| | |
|---|---|
| Logan & Woolwich Township | Gloucester County |
| General Contractor: | Wm. Lafferty |
| Bonding Company: | Aetna Casualty & Surety Co. |
| Resident Engineer: | Norman F. Rigor |
| Length of Project: | 4.483 miles |
| Graded: | 24' with 10' walk space along existing roads, 40' on relocation with 10' walk on L & 17'walk on R. |
| Right of Way: | 120' |
| Bids Received: 11-17-39 | Contract Awarded:12-18-39 |
| Date of Contract: 12-26-39 | |
| Contract Date for Starting: 1-9-40 | Date Started: 2-6-40 |
| Completion Time: 120 working days Extensions 20 W.D. Total 140 W.D. | |
| Contract Completed: 12-11-40 in 140 working days | |
| Work Accepted by Commissioner: | 12-27-40 |
| Amount of Original Contract: | $30,478.08 |
| Extra Work: $241.02 Reductions: | 1,088.10 |
| Final Cost: | 29,631.20 |
| Amount Completed in 1940: | 29,631.20 |

This was a grading and drainage project adjacent to an existing surface treated gravel road, which was not disturbed except for the necessary cross-drains and culverts. About 4800 feet was relocated and when paved will eliminate a sharp curve.

There was a delay in starting work on the project due to delay in assigning W.P.A. labor to the project. There was a further delay in delivery of Federal purchased pipe and as a consequence it was necessary for the contractor to use his equipment to dig pipe trenches in order to finish.

Route 54, Section 1
2nd Road, Hammonton to Landisville Road, Buena
WPA Project 1016-1-50 P-40

| | |
|---|---|
| Buena Vista Township | Atlantic County |
| General Contractor: | Maint.Div.,State Hwy. Dept. |
| Resident Engineer: | T. P. Pierce |
| Length of Project: | 7.165 miles |
| Shoulders: | Existing 5' shoulders widened to 10' & 11'-6" along existing SCO gravel road. |
| Graded: | 40' roadway with 20' walk space on outside. |
| Right of Way: | 126' |

Contract Date for Starting: 3-7-40 Date Started: 3-11-40
Adjusted Estimate of Highway Funds for Rd. & Bridge - $214,719.00
Construction Cost to December 31, 1940 for Dept.
Labor, Material and Equipment - Road - $ 177,475.60
- Bridge- 3,889.84

The 12' Box Culvert at Hospitality Creek, the bridge over Great Egg Harbor River and several smaller structures are included in this project.

The work consists chiefly of widening and grading, drainage and the construction of three culverts. Due to the fact that part of this project was across swamp, about 50,000 cubic yards of wet excavation was removed by crane. Approximately 3.7 miles of drainage pipe of various sizes are required; 450,000 cubic yards of borrow and 60,000 cubic yards of roadway excavation compose the principal items of construction.

The actual construction started on clearing and grubbing. At a later date, bulldozers were used to remove all available topsoil. This was pushed beyond the limits of construction and was later placed in trucks by hand labor and spread on the completed sidewalk space.

The wet excavation was removed by cranes, placed in trucks and removed to private locations upon the request of the owners. By disposing of the unsuitable material in this manner, it greatly facilitates the "cleaning up" process because it is not handled twice, and it seems that the farmers and orchard men in the area desire this material.

The drainage was constructed with the usual hand labor, requiring on several occasions, the removal of mud and refill with good gravel in order to secure solid foundation.

The borrow was secured from pits adjacent to the construction, the most distant being only about one-half mile from project. Bulldozers, graders and rollers were used to spread and compact the material although hand labor was used extensively for the finer grading and spreading of topsoil.

Cuthbert Road Bridge over Cooper River
Federal Aid FAS 23A(1)

| Haddon & Pennsauken Townships | Camden County |
|---|---|
| General Contractor: | Ole Hansen |
| Bonding Company: | Fidelity & Deposit Co. of Maryland |
| County Engineer: | S. H. Taylor |
| Resident Engineer: | J. H. Gerecke |
| Length of Project: | .105 mile |
| Pavement: | 8" Gravel Dual 20' widths with 6' center island |
| Shoulders: | 7' Earth Shoulders |
| Graded: | Dual 27' widths with 6' center island and 6½' oiled gravel walks each side |
| Right of Way: | 73' |
| Bids Received: 12-22-39 | Contract Awarded: 1-5-40 |
| Date of Contract: 1-11-40 | |
| Contract Date for Starting: 1-24-40 | Date Started: 1-8-40 |
| Completion Time: | 125 working days |
| Contract Completed: 8-5-40 | 112½ " " |
| Work Accepted by Commissioner: | 9-10-40 |
| Amount of Original Contract: | $ 5,149.75 (Road) |
| Extra Work: $3,068.41 Reductions: | 109.85 |
| Final Cost: $8,108.31 | |
| Amount Completed in 1940: | $ 8,108.31 |

The 70' span steel beams supporting R. C. Deck included in this contract sot $53,108.38

The bridge replaces a former structure over the Cooper River at Browning Road and was located at a point some distance up stream which provided a rowing course down stream from the new location.

Little in construction difficulties were encountered in the regular contract work but tide and wave action produced a wash of embankments which had to be overcome with the installation of sheet piling under a Change of Plan.

Traffic proved rather heavy for the Gravel Surface and several applications of binding materials were necessary to preserve a usable riding surface.

Franklin-Union Ave., Gr. Elimination
Pa.-Reading S.L. - West Berlin
Federal Project FAGM 24A(1)

| | |
|---|---|
| Berlin Boro and Township | Camden County |
| General Contractor: | Eisenberg Construction Co. |
| Bonding Company: | Maryland Casualty Co. |
| Resident Engineer: | Wilson Sharpe |
| Length of Project: | 0.306 miles |
| Pavement: | 8" Treated Gravel 30' wide & 6' surface treated gravel walks. |
| Graded: | 30' wide with 6'x10' walks each side |
| Right of Way: | Max. 162'+ |
| Bids Received: 10-4-40 | Contract Awarded: 10-15-40 |
| Date of Contract: 10-25-40 | |
| Contract Date for Starting: 11-1-40 | Date Started: 11-4-40 |
| Completion time and extensions to 12-31-40: | 110 working days |
| Time used to 12-31-40: | 27 " " |
| Amount of Original Contract: | $22,047.23 (Road) |
| Amount of Adjusted Contract to 12-31-40 | 22,047.23 (Road) |
| Amount completed to Dec. 31,1940: | 1,260.00 (Road) |

The 3 - 38'0-1/16" span I Beam Bridge over the Pa.-Reading S.L. East of Franklin Ave. is included in this contract at a bid price of $33,043.43.

Due to the contour of the ground where the overpass crosses the railroad, most of the embankment is adjacent the bridge and in order to make the embankment correctly, the abutments and piers of the bridge had to be completed.

As soon as these were completed on the north side of the railroad, embankment was started on December 23. Due to ideal weather and very good borrow, the contractor was 10% ahead of schedule at the end of the year of 1940.

The borrow is sandy with just enough clay to bind into a solid roadway when compacted.

Grandin Grade Elimination
Lehigh Valley Railroad Grade Elimination
Clinton - Pittstown Road
F.A.G.S. 10(1)

| | | |
|---|---|---|
| Union & Franklin Townships | | Hunterdon County |
| General Contractor: | | A. S. Wikstrom |
| Bonding Company: | | Aetna Casualty & Surety Co. |
| Resident Engineer: | | D. H. Johnston |
| Length of Project: | | 0.498 miles |
| Pavement: | 1½" Type "T" Bit.Conc. on 2½" Pen.Mac. on 5" Mac.Foundation 18' to 30' wide. Bridge deck 34' wide. | |
| Shoulders: | 4' to 7' Earth | |
| Graded: | 26' to 34' | |
| Right of Way: | Minimum 40' | |
| Bids Received: | 7-7-39 | Contract Awarded: 7-18-39 |
| Date of Contract: | | 8-1-39 |
| Contract date for starting: 8-12-39 | | Date Started: 7-26-39 |
| Completion Time: | | 160 working days |
| Contract Completed: 5-20-40 | | 92 " " used |
| Work Accepted by Commissioner: | | 5-28-40 |
| Amount of Original Contract: | | $52,732.70 (Road) |
| Extra Work: $ 353.70 | Reductions: | 6,286.40 |
| Final Cost: | | 46,800.00 (Road) |
| Amount Completed in 1940: -$30.00(Overcredit for 1939) | | |

The bridges included in this contract cost as follows:
64' span bridge and 48' viaduct over the Lehigh Valley R.R. cost $37,305.39 and the 42'4" span R.C. Arch over the Grandin Branch of Raritan River cost $16,635.44.

This Federal Aid Grade Crossing Elimination consisted of the construction of an over-head bridge across three tracks of the Lehigh Valley Railroad, a concrete arch bridge over a small stream and the approaches thereto.

The major portion of the approaches are paved thrity feet wide between wood curbs. The pavement is of bituminous concrete on macadam foundation placed on earth fill. The fill required amounted to 65,000 cubic yards and the maximum height was 26'. The normal drainage structures were constructed and a 30' Cast Iron Pipe placed under the three tracks without the interruption of railroad traffic.

The fact that this project was constructed during 1939 in an unusually dry season caused some settlement on the outer edges of the fill that had to be repaired and the wood curb & guard rail reset in the spring of 1940.

The only other work during 1940 was a small amount of seeding and cleaning up.

Monmouth Road Section #2
Burksville to Prospertown
Federal Project F.A.S. 156B(1)

| Millstone, Upper Freehold and Jackson & Plumstead Townships | Monmouth & Ocean Counites |
|---|---|
| General Contractor: | Franklin Contracting Company |
| Bonding Company: | Standard Accident Ins. Co. |
| County Engineer: | Otis R. Seaman |
| Resident Engineer: | V.E.Markle & F.I.Shoemaker |
| Length of Project: | 4.703 miles |
| Pavement: | Gravel 6"x30' single width |
| Graded: | 30'-0" |
| Right of Way: | 66' |
| Bids Received: 8-25-39 | Contract Awarded: 9-18-39 |
| Date of Contract: 9-22-39 | |
| Contract Date for Starting: 10-7-39 | Date Started: 9-7-39 |
| Completion Time: 110 W.Days | Extensions 2 W.D. Total 112 W.Days |
| Contract Completed: 7-27-40 | Working Days: 82 |
| Work Accepted by Commissioner: | 8-6-40 |
| Amount of Original Contract: | $28,183.91 (Road) |
| Extra Work: $1,129.91 Reductions: | 282.97 |
| Final Cost: $29,030.85 | |
| Amount Completed in 1940: | $20,270.85 |

Three 15' span R.C.Bridges were included in this contract at a cost of $18,471.05.

Plans for the improvement of the two sections of this road on the Monmouth-Ocean County Line between Burksville and the Burlington Co. Line near New Egypt were prepared by County Engineers of Monmouth & Ocean Counties. An agreement was made by which 50% of construction costs were paid by Federal Public Roads Administration and 25% by each county.

This section and the following section complete the improvement of this road between Mt. Holly and Freehold. This road is one of the old Colonial roads used by Revolutionary forces between Red Bank, Gloucester County and the Monmouth Battle Field.

The bridges and about 10% of the gravel were completed during 1939. Remainder of the gravel and slope work were completed during the first part of 1940.

The counties are to oil treat these roads in the spring of 1941.

Monmouth Road, Sec. #3
Burlington Co. Line to Prospertown
Federal Project FAS 156C(1)

| Plumstead & Upper Freehold Townships | | Monmouth & Ocean Counties |
|---|---|---|
| General Contractor: | | Franklin Contracting Co. |
| Bonding Company: | | Standard Accident Ins. Co. |
| County Engineer: | | H. C. Shinn |
| Resident Engineers: | | V. E. Markle & F.I.Shoemaker |
| Length of Project: | | 4.652 miles |
| Pavement: | 6" Gravel 30' single | width |
| Graded: | 30' | |
| Right of Way: | 66' | |
| Bids Received: | 8-25-39 | Contract Awarded: 9-18-39 |
| Date of Contract: | 9-22-39 | |
| Contract Date for Starting: 10-7-39 | | Date Started: 10-11-39 |
| Completion time and extensions to 12-31-40: | | 140+9 working days |
| Time used to 12-31-40: | | 148 " " |
| Amount of Original Contract: | | $31,421.70 (Road) |
| Amount of Adjusted Contract to 12-31-40: | | 35,154.91 (Road) |
| Amount completed to Dec. 31, 1940: | | 34,220.00 (Road) |
| Amount completed in 1940: | | 31,070.00 |

Four timber bridges were included in this contract and cost $31,259.74.

Little progress was made on this contract during 1939.

The work progressed so slowly this year that the rains of last fall delayed the final completion until 1941.

The only work remaining is the final scraping of the gravel surface and clean up of the job.

Pennsville-Salem Road, 3rd Section
Hook Rd. to 2600' N. W. of Salem River
Federal Aid FAS 21A(1)

| | | |
|---|---|---|
| Lower Penns Neck Township | | Salem County |
| General Contractor: | | Edward H. Ellis, Inc. |
| Bonding Company: | | Standard Accident Ins. Co. |
| County Engineer: | | H. H. Skinner |
| Resident Engineer: | | M. H. Boss |
| Length of Project: | | 2.386 miles |
| Pavement: | 8" R.C. 20' single width | |
| Shoulders: | Ave. 7" Gravel 10' Wide | |
| Graded: | 40' | |
| Right of Way: | 49.5' & 66' | |
| Bids Received: | 3-1-40 | Contract Awarded: 3-19-40 |
| Date of Contract: | 3-27-40 | |
| Contract Date for Starting: | 4-18-40 | Date Started: 3-13-40 |
| Completion Time: | | 100 Working Days |
| Contract Completed: | 7-22-40 | 51½ " " |
| Work Accepted by Commissioner: | | 7-31-40 |
| Amount of Original Contract: | | $97,633.97 (Road) |
| Extra Work: $932.30 | Reductions: | $125.10 |
| Final Cost: $98,441.17 | | |

This project extending from Hook Road to 2600' N.W. Salem River was constructed by Federal and County funds.

The roadway is 40' in width consisting of 20'-8" R.C.Pavement and 20' of untreated gravel. The concrete paving was finished June 29, 1940.

The project was built under State Highway supervision with engineering and inspection furnished by the county of Salem.

Pittstown-Jutland Road, Sec. #2
Pittstown-Clinton Rd. to Cook's Cross Road
Federal Project FAS 18A(1)

| Union Township | Hunterdon County |
|---|---|
| General Contractor: | L. M. V. Trimmer |
| Bonding Company: | Standard Accident Ins. Co. |
| County Engineer: | Frank Bohren |
| Resident Engineer: | Carl Teegen |
| Length of Project: | 1.34 miles |
| Pavement: 3" Pen. Macadam on 4" Mac. | Foundation 18' single width |
| Shoulders: 5' earth | |
| Graded: 28' | |
| Right of Way: 33' | |
| Bids Received: 6-21-40 | Contract Awarded: 7-1-40 |
| Date of Contract: 7-15-40 | |
| Contract Date for Starting: 7-16-40 | Date Started: 7-15-40 |
| Completion time and extensions to 12-31-40: | 75 working days |
| Time used to 12-31-40: | 72½ " " |
| Amount of Original Contract: | $21,876.46 |
| Amount completed to Dec. 31, 1940: | 20,400.00 |

This section was a narrow dirt road, hardly passable in bad weather. The improvements in this project consisted of widening, easing grades, elimination of bad curves, adequate drainage and the construction of a Penetration Macadam Pavement, 18 feet wide with 5 feet of shoulders on each side.

At locations where the subsoil was unsuitable, a subbase material was constructed under the macadam pavement. With the completion of this project, the road from Pittstown to Jutland will be improved for the entire distance, and will provide a highway to Jutland from the east.

Some intersection and slope work remains to be completed in 1941.

Princeton Junction Pennsylvania Railroad Bridge & Approaches
Princeton-Hightstown Road
Federal Project F.A.G.S. 12(1)

| | | |
|---|---|---|
| West Windsor Township | | Mercer County |
| General Contractor: | | Thomas Gallo |
| Bonding Company: | | The Aetna Casualty & Surety Co. |
| Resident Engineer: | | Wilson Sharpe |
| Length of Project: | | 0.387 mile |
| Pavement: | 1½" FABC-1 on 2½" Bituminous Penetration Macadam on 5" Macadam Foundation-Dual 24' widths 4' center island | |
| Graded: | 52' | |
| Right of Way: | 70' and slopes | |
| Bids Received: | 3-15-39 | Contract Awarded: 3-24-39 |
| Date of Contract: | 3-28-39 | |
| Contract date for starting: 4-11-39 | | Date Started: 4-11-39 |
| Completion Time: | | 140 working days |
| Contract Completed: | 4-3-40 | 140 " " |
| Work Accepted by Commissioner: | | 5-7-40 |
| Amount of Original Contract: | | $79,563.92 |
| Extra Work: | $ 772.89 | Reductions: 1,053.21 |
| Final Cost: | | 79,283.60 |
| Amount Completed in 1940: | | 1,893.60 |

The 89' span thru plate girder bridge over the P.R.R. included in this contract cost $85,766.28

This is the construction of a Federal Aid Grade Crossing Project supervised by the State.

The Pennsylvania Railroad prepared plans and did the engineering. Mercer County and the railroad furnished right of way and the easements necessary. The State will take over after construction and maintain bridge and approaches.

A new bridge was built on new and improved alignment to replace the present outmoded structure.

The work was so arranged that the old embankment was incorporated in the new after the new bridge was opened to traffic.

Contract work was completed in 1939 except the item of seeding which was done early in the spring of 1940.

Stockton-Flemington Road, Sec. #2
Sand Brook to Sergeantsville
Federal Project FAS 14B(1)

| | |
|---|---|
| Delaware Township | Hunterdon County |
| General Contractor: | Gray Construction Co. |
| Bonding Company: | Seaboard Surety Co. |
| County Engineer: | Frank Bohren |
| Resident Engineer: | Carl Teegen |
| Length of Project: | 2.39 miles |
| Pavement: | 1" Bit.Conc.Type A Surface on 6" Pen.Macadam single 18' width. |
| Shoulders: | 5' earth shoulders |
| Graded: | 28' |
| Right of Way: | 66' |
| Bids Received: 9-20-40 | Contract Awarded: 10-8-40 |
| Date of Contract: 10-15-40 | |
| Contract Date for Starting: 10-29-40 | Date Started: 10-21-40 |
| Completion time and extensions to 12-31-40: | 90 working days |
| Time used to 12-31-40 | 7½ " " |
| Amount of Original Contract: | $49,064.39 |
| Amount of Adjusted Contract to 12-31-40: | $49,064.39 |
| Amount completed to Dec. 31,1940: | $ 4,715.00 |

The Stockton-Flemington Road is an important highway leading from the bridge over the Delaware River at Stockton to Routes 29, 30, & 12 at Flemington. Section #2, from Sand Brook to Sergeantsville, is now paved with a narrow macadam pavement, 12 feet wide and no shoulders. This Pavement is very rough and bad drainage causes breaks in the surface. This project provides for a Bituminous concrete pavement 18 feet wide with 5 feet of shoulders on each side to replace this worn out pavement. Adequate drainage is provided, and together with the construction of subbase material under the new pavement at locations where the subgrade is unstable, pavement failures due to drainage should be eliminated. Through Sergeantsville the highway has been narrowed by the existance of retaining walls paralleling the road. These retaining walls are being reconstructed back far enough to provide a 28' roadway and to allow for the construction of 4' sidewalks through the town.

Most of the drainage items have been completed leaving the excavation and paving to be done in 1941.

Tattletown Road Sec. #2
Harmersville-Pecks Corner Rd. to Plummer Rd.
Federal Aid FAS 15B(1)

| Quinton Township | Salem County |
|---|---|
| General Contractor: | Anthony Clemente |
| Bonding Company: | United States Casualty Co. |
| County Engineer: | H. H. Skinner |
| Resident Engineer: | M. H. Boss |
| Length of Project: | 0.792 miles |
| Pavement: | 6" gravel 30' single width. |
| Graded: | 30' |
| Right of Way: | 49.75' |
| Bids Received: 1-5-40 | Contract Awarded: 1-12-40 |
| Date of Contract: 1-17-40 | |
| Contract Date for Starting: 2-21-40 | Date Started: 4-29-40 |
| Completion Time: | 60 working days |
| Contract Completed: 7-13-40 | 57 " " |
| Work Accepted by Commissioner: | 7-31-40 |
| Amount of Original Contract: | $3,250.28 (Road) |
| Extra Work: | 80.55 |
| Final Cost: | $3,330.83 |
| Amount Completed in 1940: | $3,330.83 |

One 11' R.C.Box Culvert was included in this contract and cost $1829.12.

This project extending from Harmersville-Pecks Corner Rd. to Plummer Road was constructed by Federal and County Funds.

The Roadway, 30' in width of 6" untreated gravel, is constructed on the original alignment.

The project was built under State Highway supervision with engineering and inspection furnished by the County of Salem.

Tilton Road Grade Elimination
East of Germania
Pa.-Reading Seashore Lines
Federal Aid FAGS-9

| Galloway Township | | Atlantic County |
|---|---|---|
| General Contractor: | | Cayuga Const. Corp. |
| Bonding Company: | | National Surety Corp. |
| Resident Engineer: | | Wilson Sharpe |
| Length of Project: | | 0.3593 mile |
| Pavement: | 8" treated gravel | 20' to 44' single width |
| Graded: | 40'-44' | |
| Right of Way: | Min. 60' | |
| Bids Received: | 12-22-39 | Contract Awarded: 1-5-40 |
| Date of Contract: | 1-12-40 | |
| Contract Date for Starting: 1-30-40 | | Date Started: 3-11-40 |
| Completion Time: | | 160 working days |
| Contract Completed: 10-10-40 | | 134 " " |
| Work Accepted by Commissioner: | | 12-3-40 |
| Amount of Original Contract: | | $32,444.80 (Road) |
| Extra Work: | $ 425.42 Reductions: | 139.00 |
| Final Cost: | | $32,731.22 (Road) |
| Amount Completed in 1940: | | $32,731.22 (Road) |

The 3 span I-Beam Deck Bridge over the R.R. included in this contract cost $84,637.81.

This project was scheduled to start on February 9th but due to the severe cold and snow, the work of making the embankment did not start until March 13th, since a detour had to be shaped to carry the traffic around Port Republic Road and Aloe Street, but the work then progressed very rapidly and the borrow, being a sandy gravel, caused very little delay when wet.

The slope protection on the project called for local ground cover and a site was used, some distance from the project, to dig the local low sumac, sweet fern, huckleberries & trailing blackberries. These had substantial roots and each were placed in holes staggered at not more than 2 feet apart and a goodly amount of the topsoil from where they had been growing was packed around the roots.

If the winter is not to severe, these plants should make an ideal slope protection.

The borrow pit had Class "A" road gravel in the bottom and this was used to make the gravel surface which is about 2 to 3 feet thick instead of 8 inches as specified, since the gravel was just as readily dug and hauled as the borrow.

Final payment was held over until spring of 1941 to ascertain the growth of the slope protection to see if satisfactory.

N. J. State Highway Department, Southern District
Contracts Awarded 1940
Road Work Only

| R & S | Location | Co. | Type of Paving and Mileage | | | | | | Adjusted | Amt.Com. | Amt. to |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Conc. | Bit.Conc. | Graded | Grav. | Beaut. | Total | Cont.Amt. | 1940 | Complete in 1941 |
| 4 | 41 Gordon's Cor.-Browntown | Midd.&Mon. | 5.155 | | | | | 5.155 | 329562.82 | 301867.50 | 27695.32 |
| 25 | (1-5)Dayton,Drain.& Shld. | Midd. | | .644 | | | | .644 | 23969.98 | | 23969.98 |
| 25 | 25B & 22C Cranbury-Hightstown Relocation | Mer. & Midd. | | | | | 5.136 | 5.136 | 9896.15 | 9896.15 | |
| 28 | 23 Clinton Pt.-C.R.R.Br.Annandale | Hunt. | | | 1.752 | | | 1.752 | 232329.15 | | 232329.15 |
| 28 | 24 VanSyckles Cor.Wh.House | " | | | 3.453 | | | 3.453 | 173317.30 | 18650.00 | 154667.30 |
| 28 | 25 Wh.House-North Branch | Hunt.& Som. | | | 4.427 | | | 4.427 | 202375.61 | 78600.00 | 123775.61 |
| 28-26 | & ) North Branch- | | | | | | | | | | |
| 28-29 | Conn.-1) Somerville | Hunt. | | | 2.841 | | | 2.841 | 106021.78 | 48900.00 | 57121.78 |
| 29 | 6A So.Main St.,Lambertville | Hunt. | .697 | | | | | .697 | 128245.96 | | 128245.96 |
| 33-35 | Conn.-1 Rt.33-Asbury Av.Gr. | Mon. | | | 2.799 | | | 2.799 | 22373.39 | 22373.39 | - |
| 33-35 | Conn.-1 Rt.33-Asbury Av.Pav. | " | | | | 2.799 | | 2.799 | 198393.67 | 54300.00 | 144093.67 |
| 35-4N | -1 West Long Branch Conn. | " | | | | 2.018 | | 2.018 | 184336.03 | 36800.00 | 147536.03 |
| 35-12A | & 13A Smith St.-Rt. 25 & Green St. Circle | Midd. | | | | | 3.888 | 3.888 | 31352.25 | 31352.25 | - |
| 35-12B | & 13B Smith St.-Green St., Shoulders | Midd. | 2.949 | | | | | 2.949 | 84461.60 | 83500.00 | 961.60 |
| 35-14B | So.Appr.to Raritan R.Br. | " | | | | | .752 | .752 | 13997.02 | 10850.00 | 3147.02 |
| 39-1B | & 10A Rt.25 to Wh.Horse | Bur.& Mer. | 2.825 | | | | | 2.825 | 291959.80 | 3100.00 | 288859.80 |
| S41-2A | & 3A Rt. 28 to Kresson | Bur. | 6.980 | | | | | 6.980 | 481836.30 | 477820.00 | 4016.30 |
| 44- | 9 Westville-Pierce's Cor. | Glou. | | | 3.203 | | | 3.203 | 208754.95 | - | 208754.95 |
| 44-10 | Bridgeport-Nortonville | " | 2.873 | | | | | 2.873 | 283132.19 | 32430.00 | 250702.19 |
| 49-16 | South Dennis Relocation | Cape May | 1.147 | | | | | 1.147 | 167642.24 | 130900.00 | 36742.24 |
| 54- | 1 Hammonton-Buena | Atlantic | | | 7.165 | | | 7.165 | 214719.00 | 177475.60 | 37243.40 |
| | Cuthbert Rd. over Cooper Riv. | Camden | .014 | | | .091 | | .105 | 8108.31 | 8108.31 | - |
| | Franklin-Union Av.Gr. Elim.,) W. Berlin ) | Camden | .022 | | | .306 | | .328 | 22047.23 | 1260.00 | 20787.23 |
| | Pennsville-Salem Rd.3rd Sec. | Salem | 2.386 | | | | | 2.386 | 98441.17 | 98441.17 | - |
| | Pittstown-Jutland Rd.Sec.#2 | Hunt. | | 1.340 | | | | 1.340 | 21876.46 | 20400.00 | 1476.46 |
| | Stockton-Flemington Rd." #2 | " | | 2.390 | | | | 2.390 | 49064.39 | 4715.00 | 44349.39 |
| | Tattletown Rd. Sec. #2 | Salem | | | | .792 | | ..792 | 3330.83 | 3330.83 | - |
| | Tilton Rd.Gr.Elim.E. of Germania | Atlantic | .036 | | | .323 | | .359 | 32731.22 | 32731.22 | - |
| | Totals - | | 25.084 | 4.374 | 25.640 | 6.329 | 9.776 | 71.203 | 3624,276.80 | 1687,801.42 | 1,936,475.38 |

N.J. State Highway Department, Southern District
Contracts Awarded Previous To 1940 And Carried Into 1940
Road Work Only

| R & S Location | Co. | Type of Paving & Mileage | | | | | Adjusted Amt. | Completed Amt. | Completed Amt. | Amount to Com- |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Conc. | Bit.Con. | Grad. | Grav. | Misc. Total | Con.Amt. | Prev.to 1940 | in 1940 | plete in 1941 |
| 4 - 42 Cheesequake-Browntown | Midd. | | | 3.087 | | 3.087 | 76841.01 | 5784.00 | 71057.01 | - |
| 4 - 43 Marmora-Beesleys Pt. | C.M. | 1.923 | | | | 1.923 | 45519.68 | | 42100.00 | 3419.68 |
| S4 Ext.-1(Pav.)Rt.4 to Rt.35 | Midd. | 1.087 | | | | 1.087 | 76433.60 | 72168.30 | 4265.30 | - |
| 12 -2 Croton-Flemington | Hunt. | 4.995 | | | | 4.995 | 516164.91 | 498672.45 | 17492.46 | - |
| 25-3D & 1A 2nd Stage Grading Bordentown-Robbinsville | Bur.& Mer. | | | 4.466 | | 4.466 | 48300.00 | - | 48300.00 | - |
| 25-4c & 5C Adams Station- & S26 -1B Plainfield Av.Wid.) | Mid. | 6.019 | .499 | | | 6.518 | 660107.39 | 144764.10 | 453435.90 | 61907.39 |
| 25-5B & 6B Port Reading R.R.- Plainfield Ave.Widening | Midd | 6.313 | .035 | | | 6.348 | 502106.47 | 489382.64 | 12723.83 | - |
| 25-33 Deans to Cranbury | " | | | 6.253 | | 6.253 | 173711.15 | 26000.00 | 134650.00 | 13061.15 |
| 28-24 Sec.2 Straw Church-R24 | Wn. | 1.896 | | | | 1.896 | 145995.47 | 138000.00 | 7995.47 | - |
| 28-22 Lebanon Relo.,Annandale VanSyckles Corner | Hunt. | | | 2.850 | | 2.850 | 89035.76 | 15603.32 | 58696.68 | 14735.76 |
| 35-14B So.Appr.Rar.R.Br. | Midd. | .889 | | | | .889 | 138466.16 | - | 138466.16 | - |
| 35-37 Traffic Cir.at Asbury Avenue | Mon. | .431 | | | | .431 | 106632.97 | - | 106632.97 | - |
| 37-9 Cream Ridge-Horners- town | Mon.& Ocean | .011 | | | 2.862 | 2.873 | 86843.54 | 83152.15 | 3691.39 | - |
| 39-1A & 10 Bordentown- White Horse | Burl.& Mercer | | | 2.612 | | 2.612 | 47072.29 | 21478.00 | 25594.29 | - |
| 44-8 Bridgeport By-Pass | Glou. | 1.000 | | | | .015S 1.015 | 84752.93 | 64620.00 | 12880.00 | 7252.93 |
| 51-1 " P-R.S.L. Br.Appr. | " | .427 | | | | .427 | 66003.67 | 62000.00 | 4003.67 | - |
| 51-2 " Swedesboro-Wood- Bury Rd. | " | | | 4.483 | | 4.483 | 29631.20 | - | 29631.20 | - |
| Grandin Gr.Elim.L.V.R.R. | Hunt. | .022 | .476 | | | .498 | 46800.00 | 46830.00 | -30.00 | - |
| Monmouth Rd.Sec. #2 | Mon. | .010 | | | 4.693 | 4.703 | 29030.85 | 8760.00 | 20270.85 | - |
| Monmouth Rd.Sec. #3 | Ocean | .017 | | | 4.603 | .032W 4.652 | 35154.91 | 3150.00 | 31070.00 | 934.91 |
| Princeton Jct.P.R.R.Br. & Appr. | Mercer | .020 | .367 | | | .387 | 79283.60 | 77390.00 | 1893.60 | - |
| Totals - | | 25.060 | 1.377 | 23.751 | 12.158 | .047 62.393 | 3,083,887.56 | 1,757,754.96 | 1,224,820.78 | 101,311.82 |

S - Steel Lift Span
W - Wood Bridge Deck

SUMMARY OF CONSTRUCTION
PERFORMED DURING 1940 BY
NEW JERSEY STATE HIGHWAY DEPARTMENT
SOUTHERN DISTRICT
ROAD WORK ONLY

| | Reinforced Concrete | Bituminous Concrete | Grading | Gravel | Highway Beaut. | Steel Lift Span | Wood Bridge Deck | Total Mileage | Contract Value Performed |
|---|---|---|---|---|---|---|---|---|---|
| 1. State Highway Work Awarded Previous to Jan. 1, 1940 - Finished in 1940 | | | | | | | | | |
| | 16.049 | .035 | 14.648 | 2.862 | | | | 33.594 | $ 469,853.75 |
| 2. State Highway Work Awarded Previous to Jan. 1, 1940 - Carried into 1941 | | | | | | | | | |
| | 8.942 | .499 | 9.103 | | | .015 | | 18.559 | 701,762.58 |
| 3. State Highway Work Awarded and Completed in 1940 | | | | | | | | | |
| | | | 2.799 | | 9.024 | | | 11.823 | 63,621.79 |
| 4. State Highway Work Awarded in 1940 and Carried into 1941 | | | | | | | | | |
| | 22.626 | .644 | 22.841 | 4.817 | .752 | | | 51.680 | 1,455,193.10 |
| 5. Federal Projects on Secondary Roads | | | | | | | | | |
| | 2.527 | 4.573 | | 10.808 | | | .032 | 17.940 | 222,190.98 |
| Totals | 50.144 | 5.751 | 49.391 | 18.487 | 9.776 | .015 | .032 | 133.596 | $2,912,622.20 |

AVERAGE COMPRESSIVE STRENGTH
OF CORES FROM R.C. PAVEMENT LAID IN 1940
SOUTHERN DISTRICT

| Rt. & Sec. | Contractor | Cement | Coarse Aggregate | Fine Aggregate | Reg.28 Day Cores Dist. No. | Dist. Off.Av. | Lab. No. | Lab. Av. | Test Slab Cores Dist. No. | Dist. Off.Av. | Lab. No. | Lab. Av. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 41 | Franklin Contracting Company | Saylor | Warner Gr. | Dallenback | 24 | 6136 | 24 | 6136 | 6 | 6568 | 6 | 6262 | Curcrete |
| | | Giant | " " | Sand Co. | 8 | 6162 | 8 | 6162 | 6 | 6158 | 6 | 5652 | |
| | | Lehigh | " " | | 13 | 6495 | 13 | 6495 | 6 | 6750 | 6 | 6223 | 9" R.C. |
| | | Hercules | " " | | 16 | 5721 | 16 | 5721 | 12 | 5965 | 6 | 5504 | |
| | | | | Average | 61 | 6107 | 61 | 6107 | 30 | 6281 | 24 | 5910 | |
| 4 43 | Highway Corporation | Keystone | United | | 12 | 7203 | 12 | 7203 | 6 | 7248 | 6 | 7989 | 7 bags |
| | " | " | Sd.& Gl. | Natural Sd.& Gl. | 12 | 7314 | 12 | 7314 | | | 6 | 6985 | 8 bags 9"RC Curc. |
| | | | | Average | 24 | 7259 | 24 | 7259 | 6 | 7248 | 12 | 7487 | |
| S26 1B | State Highway Maintenance Dept. | Edison | Warner | Raritan | 35 | 5318 | 35 | 5318 | 18 | 5560 | 6 | 5627 | 10" R.C. |
| 25 4C & 5C | | Dragon | Sd.& Gl. | River | 10 | 6294 | 10 | 6294 | | | 6 | 6290 | Curcrete |
| | | Lone Star | and | Sand Co. | 2 | 5780 | 2 | 5780 | | | 6 | 5822 | |
| | | Hercules | Kingston | & | 2 | 5548 | 2 | 5548 | | | | | |
| | | Atlas | Trap Rock | Dallen- | 1 | 6067 | 1 | 6067 | | | | | |
| | | Lehigh | | back | 4 | 6875 | 4 | 6875 | 6 | 6800 | 6 | 6510 | |
| | | Saylor | | | 2 | 6568 | 2 | 6568 | 6 | 6593 | 6 | 6274 | |
| | | Allentown | | | 10 | 6521 | 10 | 6521 | | | 6 | 7022 | |
| | | Giant | | | 2 | 5742 | 2 | 5742 | | | 6 | 7040 | |
| | | Keystone | | | 1 | 7141 | 1 | 7141 | | | | | |
| | | White Hall | | | 3 | 6779 | 3 | 6779 | | | | | |
| | | Alpha | | | 3 | 5667 | 3 | 5667 | | | 6 | 5941 | |
| | | | | Average | 75 | 5861 | 75 | 5807 | 30 | 6020 | 48 | 6316 | |
| 35 12B-13B | Franklin Contracting Co. | Edison | Warner | Dallen- | 8 | 5409 | 8 | 5355 | 6 | 5156 | 6 | 5440 | 9" R.C. |
| | | Saylor | Sand & | back | 10 | 6966 | 10 | 6967 | 6 | 6251 | 6 | 6296 | Curcrete |
| | | Allentown | Gravel | Sand | 14 | 6673 | 14 | 6634 | 6 | 7608 | 6 | 7081 | |
| | | National | Co. | Co. | 2 | 6577 | 2 | 6577 | | | 6 | 6209 | |
| | | | | Average | 34 | 6457 | 34 | 6490 | 18 | 6338 | 24 | 6257 | |

Average Compressive Strength of Cores from R.C.Pavement Laid in 1940

Continued from previous sheet

Southern District

| Rt. | & Sec. | Contractor | Cement | Coarse Aggregate | Fine Aggregate | Reg.28 Day Cores Dist. No. | Dist. Off.Av. | Lab. No. | Lab. Av. | Test Slab Cores Dist. No. | Dist. Off.Av. | Lab. No. | Lab. Av. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | 14B | Eisenberg Construction Co. | Lone Star Lehigh Saylor Alpha Keystone Giant | New York Trap Rock Co. | Seaboard Sand & Gravel Co. | 3 | 5504 | 3 | 5504 | | | 6 | 5761 | 9" R.C. |
| | | | | | | 11 | 6806 | 11 | 6806 | 12 | 7343 | | | |
| | | | | | | 9 | 6474 | 9 | 6474 | 9 | 7238 | 6 | 6596 | Curcrete |
| | | | | | | 9 | 5675 | 9 | 5675 | 6 | 6121 | 6 | 5984 | |
| | | | | | | 3 | 6989 | 3 | 6989 | 6 | 6696 | 6 | 6676 | |
| | | | | | | 5 | 6495 | 5 | 6495 | | | | | |
| | | | | | Average | 40 | 6445 | 40 | 6572 | 33 | 6975 | 24 | 6254 | |
| 35 | 37 | Jannrone Contracting Co. | Keystone Dragon Atlas | Bennett & Schock | Bennett & Schock | 3 | 6937 | 3 | 6937 | 6 | 6828 | 6 | 7093 | 9" R.C. |
| | | | | | | 7 | 6306 | 7 | 6306 | 6 | 6780 | 6 | 5764 | |
| | | | | | | 14 | 6528 | 14 | 6486 | | | 6 | 6160 | Curcrete |
| | | | | | Average | 24 | 6514 | 24 | 6490 | 12 | 6804 | 18 | 6338 | |
| S41 | 2A & 3A | S.J.Groves & Son | Edison Penn-Dixie Lehigh Hercules Allentown Keystone | Warner Sand & Gravel Co. | Norcross Brothers | 16 | 5626 | 16 | 5626 | 6 | 6311 | 6 | 5647 | 9" R.C. |
| | | | | | | 20 | 5941 | 20 | 5941 | 6 | 6052 | 6 | 5725 | |
| | | | | | | 24 | 7094 | 24 | 7094 | 6 | 7323 | 6 | 6758 | |
| | | | | | | 14 | 5561 | 14 | 5561 | 6 | 5957 | 6 | 5815 | Curcrete |
| | | | | | | 10 | 6972 | 10 | 7106 | 6 | 7127 | 6 | 7187 | |
| | | | | | | 6 | 7347 | 6 | 7347 | | | 6 | 7431 | |
| | | | | | Average | 90 | 6342 | 90 | 6348 | 30 | 6517 | 36 | 6427 | |
| 44 | 8 | Versaggi Bros. | Hercules | Warner Co. | Normile & Visco | 16 | 5116 | 16 | 5116 | 6 | 5700 | 6 | 5513 | 9"RC Curc. |
| | | | | | Average | 16 | 5116 | 16 | 5116 | 6 | 5700 | 6 | 5513 | |
| 49 | 16 | H.Eisenberg Inc. | Allentown National | Warner Co. | Millville Silica Sd.Co. | 15 | 6592 | 15 | 6531 | 6 | 7500 | 6 | 6421 | 9" R.C. |
| | | | | | | 9 | 7373 | 9 | 7373 | 5 | 8120 | 3 | 7609 | Curcrete |
| | | | | | Average | 24 | 6885 | 24 | 6879 | 11 | 7780 | 9 | 6817 | |

Average Compressive Strength of Cores from R.C. Pavement Laid in 1940 — Continued — Southern District

| Rt. & Sec. | Contractor | Cement | Coarse Aggregate | Fine Aggregate | Reg.28 Day Cores Dist. No. | Dist. Off.Av. | Lab. No. | Lab. Av. | Test Slab Cores Dist. No. | Dist. Off.Av. | Lab. No. | Lab. Av. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pennsville-Salem, Sec.#3 | E.H.Ellis, Inc. | Saylor | Warner Co. | Millville Silica Sd. Co. | 14 | 6901 | 14 | 6901 | 6 | 7185 | 6 | 6995 | 8" R.C. |
| | | Allen-town | | | 12 | 6985 | 12 | 6985 | 6 | 7720 | 6 | 7846 | Curcrete |
| | | | | Average | 26 | 6940 | 26 | 6940 | 12 | 7452 | 12 | 7420 | |
| Yearly Average - | | 9" R. C. Pavement | | | 313 | 6384 | 313 | 6380 | 146 | 6665 | 153 | 6352 | |
| | | 10" " " | | | 75 | 5861 | 75 | 5807 | 30 | 6020 | 48 | 6316 | |
| | | 9" & 10" R.C. Pavement | | | 388 | 6283 | 388 | 6246 | 176 | 6556 | 201 | 6343 | |
| | | 8" R. C. Pavement | | | 26 | 6940 | 26 | 6940 | 12 | 7452 | 12 | 7420 | |
| Yearly Average of all Cement used during 1940 | | | | | | | | | | | | | |
| | | Alpha | | | 12 | 5591 | | | 6 | 6121 | 12 | 5963 | |
| | | Allentown | | | 61 | 6740 | | | 24 | 7480 | 30 | 6841 | |
| | | Atlas | | | 15 | 6500 | | | | | 6 | 6160 | |
| | | Dragon | | | 17 | 6300 | | | 6 | 6780 | 12 | 6027 | |
| | | Edison | | | 59 | 5414 | | | 30 | 5635 | 18 | 5571 | |
| | | Giant | | | 15 | 6217 | | | 6 | 6158 | 12 | 6355 | |
| | | Hercules | | | 48 | 5465 | | | 24 | 5892 | 18 | 5610 | |
| | | Keystone | | | 37 | 7222 | | | 18 | 6980 | 30 | 7235 | |
| | | Lehigh | | | 52 | 6866 | | | 30 | 7111 | 18 | 6500 | |
| | | Lone Star | | | 5 | 5612 | | | | | 12 | 5800 | |
| | | Saylor | | | 59 | 6585 | | | 33 | 6810 | 30 | 6655 | |
| | | White Hall | | | 3 | 6778 | | | | | | | |
| | | Penn-Dixie | | | 20 | 5941 | | | 6 | 6052 | 6 | 5725 | |
| | | National | | | 11 | 7228 | | | 5 | 8120 | 9 | 6676 | |

ANNUAL REPORT - 1940

BRIDGE DIVISION

For the year 1940, the organization of the Bridge Division consisted of an average of 65 employees.

The personnel is classified as follows:

1 - Bridge Engineer

1 - Chief Draftsman

3 - Senior Bridge Designers

9 - Bridge Designers

2 - Structural Draftsman

7 - Bridge Detailers

5 - Resident Engineers

32 - Bridge Inspectors

1 - Auditor

1 - Principle Clerk-Stenographer

2 - Stenographers

1 - Federal Projects Clerk.

During the past year contracts for the construction of bridges or other structures were awarded as follows:

| | |
|---|---|
| Highway and Stream Bridges on State Highways..... | 44 |
| Highway and Stream Bridges not on State Highways..... | 2 |
| R.R. Grade Crossing Separations On State Highways..... | 4 |
| R.R. Grade Crossing separations Not On State Highways.. | 2 |
| County Bridges..... | 12 |

Plans and specifications for the railroad grade separations, prepared by the Railroad Companies, were checked by this Division and field supervision was exercised by our forces.

The plans and specifications for the 12 contracts on County Highways involving structures, which were built with State Aid from Motor Vehicle Funds were checked and the construction supervised by this Division. There were 4 contracts for structures on County Highways let in 1939 and completed in 1940.

The Raritan River Bridge on Route #35 was contracted for in 1938 and completed in 1940.

There were also 32 bridges on State Highways and 8 bridges not on State Highways contracted for in 1939 but completed in 1940.

The distribution of the contracts on State Highways awarded in 1940 including railroad crossings is given by routes in the following tabulation:

| Route | No. of Structures. |
|---|---|
| 1 | 1 |
| 4 | 5 |
| 6 | 3 |
| 23 | 1 |
| 25 | 6 |
| 28 | 2 |
| 29 | 11 |
| 31 | 3 |
| 33-35 Conn. | 2 |
| 35-4N " | 1 |
| 35 | 1 |
| 39 | 1 |
| S41 | 1 |
| 44 | 3 |
| 45 | 3 |
| 49 | 2 |
| 54 | 1 |
| State House Annex Ramp | 1 |

In addition to the above, there were under construction during 1940, 2 railroad bridges and 2 stream bridges not on State Highways, and 12 on County Highways, built with Motor Vehicle Aid and 45 bridges or other structures which were awarded before 1940 making a total of 109 structures under construction during the past year.

The work during 1940, has been divided into the following seven classes:

1. Bridge contracts on State Highways let in 1938 and under construction in 1940:

| | | Adjusted Contract amount. | Val. of Wk. Done Previous to 1940 | Val. of Wk. Done During 1940 | Val. of Wk. to be done in 1941. |
|---|---|---|---|---|---|
| Highway Bridges | - 1 | $1,144,820.74 | $1,106,410.08 | $38,410.66 | 0 |
| R.R.Gr.Separations | - 0 | 0 | 0 | 0 | 0 |
| | | $1,144,820.74 | $1,106,410.08 | $38,410.55 | 0 |

2. Bridge Contracts On State Highways let in 1939 and under construction in 1940:

| | | | | | |
|---|---|---|---|---|---|
| Highway bridges | - 30 | $4,248,090.48 | $837,866.37 | $3,378,584.89 | $31,637.22 |
| R.R.Gr.Separations | - 2 | 161,521.11 | 26,035.00 | 135,486.11 | 0 |
| | | $4,409,611.59 | $863,901.37 | $3,514.071.00 | $31,637.22 |

3. Bridge Contracts on State Highways let during 1940:

| | | | | | |
|---|---|---|---|---|---|
| Highway Bridges | - 44 | $1,189,144.98 | 0 | $739,895.39 | $449,249.59 |
| R.R.Gr.Separations | - 4 | 393,378.94 | 0 | 302,049.98 | 91,328.96 |
| | | $1,582,523.92 | 0 | $1,041,945.37 | $540,578.55 |

4. Bridge Contracts not on State Highways let in 1939 and under construction in 1940:

| | | | | |
|---|---|---|---|---|
| Highway & Stream Brs. | - 4 | $ 70,460.04 | 0 | 70,460.04 |
| R.R.Grade Separations | - 4 | 245,718.22 | $104,732.00 | 140,986.22 |
| | | $316,178.26 | $104,732.00 | $211,446.26 |

5. Bridge contracts not on State Highways let during 1940:

| | | | | | |
|---|---|---|---|---|---|
| Highway & Stream Brs. | - 2 | $4,038.82 | - | $4,038.82 | 0 |
| R.R.Grade Separations | - 2 | 196,627.53 | | 14,869.54 | 181,757.99 |
| | | $200,666.35 | | $18,908.36 | $181,757.99 |

6. Bridge Contracts using Motor Vehicle Aid Let in 1939 and under construction in 1940:

| | | | | | |
|---|---|---|---|---|---|
| Highway Bridges | - 4 | $76,647.51 | 0 | $76,647.51 | - |

7. Bridge contracts using motor Vehicle Aid let during 1940:

| | | | | | |
|---|---|---|---|---|---|
| Highway Bridges: | - 12 | $79,097.86 | 0 | $65,643.36 | $13,454.50 |

HIGHWAY BRIDGE CONTRACTS ON STATE HIGHWAYS.

LET IN 1938 AND UNDER CONSTRUCTION DURING 1940.

| Rt.No. | Sec. | Local Name | Starting Date | Value of Work done in 1938 | Value of Work done in 1939 | Value of Work done in 1940 | Final Contract Amount | Date of Completion |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 6/28/40 |
| 35 Ext. | 14 | Raritan River Caison Piers Docket N.J. 1331-F Contract #1 | 9/26/38 | $115,765.70 | $990,644.38 | $38,410.66 | $1,144,820.74 | |

Route #35 Ext., Sec. #14

County - Middlesex

| | |
|---|---|
| Municipality | Sayreville and Woodbridge Twp. |
| Project | River Piers |
| Local Name | Raritan River Bridge |
| P.W.A. Project No. | Docket N.J. 1331-1-F |
| Type of Structure | Caisson piers on rock |
| Type of Foundation | Concrete caissons |
| Contractor | Peter F. Connolly Company |
| Inspector in Charge of Work | C. L. Appleton |
| Bonding Companies | (U.S.Fidelity & Guaranty Co.<br>(Maryland Casualty Company<br>(Fidelity & Deposit Co. of Md.<br>(American Bonding Co. of Baltimore<br>(The Aetna Casualty & SuretyCo. |
| Official Starting Date | 9/26/38 |
| Work Started | 9/26/38 |
| Working days specified | 350 Cal. days |
| Date of Completion | 6/28/40 |
| Engineer's Estimate of Cost | $1,181,756.00 |
| Contract Price | $1,157,657.00 |
| Adjusted Contract Price | $1,144,820.74 |
| Value of Work done in 1938 | $ 115,765.70 |
| Value of Work done in 1939 | $ 990,644.38 |
| Value of Work done in 1940 | $ 38,410.66 |

## BRIDGES ON STATE HIGHWAYS LET IN 1939 AND UNDER CONSTRUCTION IN 1940.

| Rt. No. | SEC. | LOCAL NAME | Adjusted Contract Price | Value of Work Done in 1939 | Value of Work Done In 1940 | Starting Date | Date or % Completed. |
|---|---|---|---|---|---|---|---|
| 4 | 40 | Underpass at Gordon's Corner | $53,928.10 | $52,876.95 | $1,051.15 | 7-28-39 | 4-24-40 |
| 4 | 41 | Branch of Pine Brook | 4,228.62 | 0 | 4,228.62 | 3-21-40 | 5-2-40 |
| 4 | 41 | Pine Brook | 3,885.21 | 0 | 3,885.21 | 4-12-40 | 10-25-40 |
| 4 | 41 | Union Mills Road | 23,570.76 | 0 | 23,570.76 | 7-11-40 | 10-25-40 |
| 4 | 41 | Branch of Deep Run | 10,462.42 | 0 | 10,462.42 | 6-24-40 | 10-25-40 |
| 4 | 41 | Deep Run | 17,892.80 | 0 | 17,892.80 | 5-20-40 | 10-25-40 |
| 6 | 9 | Raceway Bridge | 1,577.01 | 0 | 1,577.01 | 3-18-40 | 8-14-40 |
| 6 | 9 | Branch of Peckman's River | 3,135.51 | 0 | 3,135.51 | 3-1-40 | 8-14-40 |
| 6 | 9 | Branch of Peckman's River | 3,150.10 | 0 | 3,150.10 | 1-2-40 | 7-22-40 |
| 6 | 9 | Pearl Brook | 3,919.08 | 393.00 | 3,526.08 | 12-15-39 | 12-26-40 |
| 6 | 9 | Pearl Brook | 5,451.45 | 1,038.00 | 4,413.45 | 11-9-39 | 7-1-40 |
| 6 | 11 | Flood Bridge | 21,556.23 | 7,886.00 | 13,670.23 | 11-27-39 | 10-17-40 |
| 6 | 11 | Passaic River | 91,359.92 | 2,690.00 | 88,669.92 | 12-11-39 | 11-18-40 |
| 6 | 11-A | Underpass at Bloomfield Ave. | 64,219.97 | 59,264.00 | 4,955.97 | 10-3-39 | 6-11-40 |
| 6 | 11-A | Rockaway River | 64,256.79 | 60,453.00 | 3,803.79 | 7-13-39 | 10-29-40 |
| 6 | 11-A | Passaic River Flood Bridge | 61,768.62 | 61,519.00 | 249.62 | 7-13-39 | 5-2-40 |
| 6 | 12 | Passaic River | 141,763.87 | 24,419.00 | 115,387.07 | 10-24-39 | 93.6% |
| 6 | 13 | Troy Brook | 13,832.42 | 0 | 13,832.42 | 3-25-40 | 11-19-40 |

## BRIDGES ON STATE HIGHWAYS LET IN 1939 AND UNDER CONSTRUCTION IN 1940.

| RT. NO. | SEC. | LOCAL NAME | Adjusted Contract Price | Value Of Work Done In 1939 | Value Of Work in 1940 | Starting Date | Date or % Completed. |
|---|---|---|---|---|---|---|---|
| 25 | - | Passaic River - Structural Steel | $1,100,599.73 | 0 | $1,071,420.31 | 5-1-40 | 97.35 |
| 28 | 12 | Robinson's Branch | 9,741.54 | 0 | 9,741.54 | 2-13-40 | 7-18-40 |
| 28-24 | 2 | Bridge over E.Bound Lane of Rt.24 | 26,087.48 | $26,087.48 | 0 | 8-16-39 | 1-2-40 |
| S-31 | 4 | Culvers Brook | 25,597.68 | 19,239.00 | 6,358.68 | 7-18-39 | 6-7-40 |
| 35 | 14 | Raritan River - Structural Steel | 1,703,266.14 | 51,055.00 | 1,652,211.14 | 9-1-39 | 12-14-40 |
| 35 | 14 | Raritan River - Pier Tops | 360,905.63 | 319,153.00 | 41,752.63 | 8-28-39 | 6-20-40 |
| 35 | 14-B | Overpass at S.Amboy Circle 197+06+ | 30,727.96 | 0 | 30,727.96 | 1-22-40 | 7-25-40 |
| 35 | 14-B | " " " " 203+49+ | 38,809.65 | 0 | 38,809.65 | 1-22-40 | 7-26-40 |
| 37 | 9 | Lahaway Creek | 23,982.84 | 7,666.94 | 16,315.90 | 11-1-39 | 5-14-40 |
| 44 | 8 | Raccoon Creek | 323,214.90 | 138,966.00 | 183,748.90 | 7-31-39 | 99.9 |
| 47 | 5-A | Parvin's Branch | 9,289.60 | 0 | 9,289.60 | 1-10-40 | 4-3-40 |
| 48 | 16 | Manaway Branch | 5,908.45 | 5,162.00 | 746.45 | 11-14-39 | 3-12-40 |
| | | | $4,248,090.48 | $837,868.37 | $3,378,584.89 | | |

Value or work to be completed in 1941

| | | | |
|---|---|---|---|
| Route #6, | Sec. #12 | Passaic River | $1,957.80 |
| Route #25, | " 30-B | " " | 29,179.42 |
| Route #44, | " 8 | Raccoon Creek | 500.00 |
| | | | $31,637.22 |

Route #4, Sec. #40

Sta. 410+31.5

| | |
|---|---|
| County | Monmouth |
| Municipality | Manalapan Township |
| Local Name | Underpass at Gordons Corner |
| Federal Aid Project No. | 181-A(2) |
| Type of Structure | Conc.abutments and pier. Encased I beam deck. |
| Width of Roadway on Bridge | 2 @ 24'-0" and 4'-0" Island |
| Width of Sidewalk on Bridge | 2 @ 6'-3" |
| Width of Roadway Under Bridge | 2 @ 32' & 6' Island |
| Width of Sidewalk " " | 2 @ 8'-6" |
| Length of Spans | 2 @ 32'-0" |
| Length of Bridge Deck on ℄ of Roadway | 119.61' |
| Deck Covering | Concrete Slab |
| Type of Foundation | Concrete |
| Contractor | Jannarone Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Mass.Bonding & Insurance Co. |
| Official Starting Date | 7-28-39 |
| Work Started | 7-28-39 |
| Working days specified | 75 |
| Date of Completion | 4-24-40 |
| Engineer's Estimate of Cost | $60,180.20 |
| Contract Price | $53,682.18 |
| Adjusted Contract Price | $53,928.10 |
| Value of Work Done in 1939 | $52,876.95 |
| Value of work done in 1940 | $ 1,051.15 |

Route #4, Sec. #41

Sta. 448+45

| | |
|---|---|
| County - Monmouth | |
| Municipality | Marlboro Township |
| Local Name | Bridge ov.Branch of Pine Br. |
| Federal Aid Project No. | 181-B(1) |
| Type of Structure | Concrete Box Culvert |
| Width of Roadway on Bridge | 40' |
| Length of Span | 1 @ 8'-0" |
| Length of Bridge Deck on ℄ of Roadway | 10'-0" |
| Deck Covering | Earth Fill & Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 2/3/40 |
| Work Started | 3-21-40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $4,222.00 |
| Contract Price | $4,205.00 |
| Adjusted Contract Price | $4,228.62 |
| Date Completed | 5-2-40 |

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Route #4, Sec. #41
Sta. 467+93

| | |
|---|---|
| County | Monmouth |
| Municipality | Marlboro Township |
| Local Name | Bridge over Pine Brook |
| Federal Aid Project No. | 181-B(1) |
| Type of Structure | Conc. Box Culvert |
| Width of Roadway on Bridge | 40' |
| Length of Span | 1 @ 8'-0" |
| Length of Bridge Deck on ℄ of Roadway | 10'-0" |
| Deck Covering | Earth Fill & Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 2-3-40 |
| Work Started | 4-12-40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $3,851.00 |
| Contract Price | $3,912.50 |
| Adjusted Contract Price | $3,885.21 |
| Date Completed | 10-25-40 |

Route #4, Sec. #41

Sta. 488+13.39

| | |
|---|---|
| County | Monmouth |
| Municipality | Marlboro Township |
| Local Name | Underpass at Union Mills Road |
| Federal Aid Project No. | 181-B(1) |
| Type of Structure | Concrete abutments. Encased I Beam Deck |
| Width of Roadway on Bridge | 30'-0" |
| Width of Sidewalk " " | 2 @ 6'-2" |
| Width of Roadway Under Bridge | 35'-0" |
| " " Sidewalk " " | 1 @ 6'-0" & 1 @ 2'-0" |
| Length of Span | 43'-2" |
| Length of Bridge Deck on ℄ of Roadway | 47.07' |
| Deck Covering | Concrete slab |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 2/3/40 |
| Work Started | 7-11-40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $23,818.75 |
| Contract Price | $23,527.00 |
| Adjusted Contract Price | $23,570.76 |
| Date Completed | 10-25-40 |

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Route #4, Sec. #41

Sta. 645+50

| | |
|---|---|
| County - | Middlesex |
| Municipality | Madison Township |
| Local Name | Bridge over Branch of Deep Run |
| Federal Aid Project No. | 181-B(1) |
| Type of Structure | Reinf.Conc.slab bridge |
| Width of Roadway on Bridge | 40'-0" |
| Length of Spans | 12'-0" |
| Length of Bridge Deck on ℄ of Roadway | 15'-6" |
| Deck Covering | Earth Fill & Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | M.L.Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 2-3-40 |
| Work Started | 6-24-40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $9,766.00 |
| Contract Price | $10,228.00 |
| Adjusted Contract Price | $10,462.42 |
| Date Completed | 10-25-40 |

Route #4, Section #41

Sta. 656+60

| | |
|---|---|
| County | Middlesex |
| Municipality | Madison Township |
| Local Name | Bridge over Deep Run |
| Federal Aid Project No. | 181-B(1) |
| Type of Structure | Reinforced concrete slab on encased I beams. |
| Width of Roadway on Bridge | 40'-0" |
| Width of Sidewalk " " | 1 @ 6'-0" 1 @ 2'-0" |
| Length of Spans | 30'-6" |
| Length of Bridge Deck on ℄ of Roadway | 34'- 8-3/8" |
| Deck Covering | Concrete Wearing Surface |
| Type of Foundation | R. C. Conc. |
| Contractor | Franklin Contracting Company |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insurance Co. |
| Official Starting Date | 2/3/40 |
| Work Started | 5/20/40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $18,550.75 |
| Contract Price | $17,790.50 |
| Adjusted Contract Price | $17,892.80 |
| Completed | 10/25/40 |

Route #6, Sec. #9

Sta. 60+47

| | |
|---|---|
| County | Passaic |
| Municipality | Little Falls Township |
| Local Name | Raceway Bridge |
| Federal Aid Project No. | W.P.A. P-28 |
| Type of Structure | Concrete slab bridge |
| Width of Roadway on Bridge | 2 @ 50'- 16' island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 1 @ 8'-0" |
| Length of Bridge Deck on ℄ of Roadway | 10.25' |
| Deck Covering | Earth Fill & Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Santaniello Bros. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | The Aetna Casualty Surety Co. |
| Official Starting Date | 11/6/39 |
| Work Started | 3/18/40 |
| Working days specified | 240 |
| Engineer's Estimate of Cost | $3,379.75 |
| Contract Price | $1,541.50 |
| Adjusted Contract Price | $1,577.01 |
| Date Completed | 8-14-40 |

Route #6, Sec. #9

Sta.78+04

| | |
|---|---|
| County | Passaic |
| Municiplaity | Little Falls Township |
| Local Name | Branch of Peckmans River |
| Federal Aid Project No. | W. P.A. P-28 |
| Type of Structure | Concrete slab bridge |
| Width of Roadway on Bridge | 2 @ 50' - 16' Island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 16'-6" + |
| Length of Bridge Deck on ℄ of Roadway | 20'-0" + |
| Deck Covering | Earth Fill & Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Santaniello Bros. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Aetna Casualty & Insur.Co. |
| Official Starting Date | 11/6/39 |
| Work Started | 3/1/40 |
| Working days specified | 240 |
| Engineer's Estimate of Cost | $6,973.75 |
| Contract Price | $3,157.50 |
| Adjusted Contract Price | $3,135.51 |
| Completed | 8/14/40 |
| Value of work completed in 1940 | $3,135.51 |

Route #6, Sec. #9

Sta. 101+40

| | |
|---|---|
| County | Passaic |
| Municipality | Little Falls Township |
| Local Name | Branch of Peckmans River |
| Federal Aid Project No. | W. P.A. P-28 |
| Type of Structure | Concrete slab bridge |
| Width of Roadway on Bridge | 2 @ 50' - 16' island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 10.75' |
| Length of Bridge Deck on ℄ of Roadway | 13.83' |
| Deck Covering | Earth Fill & Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Santaniello Bros. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | The Aetna Casualty & Surety Co. |
| Official Starting Date | 11/6/39 |
| Work Started | 1/2/40 |
| Working days specified | 240 |
| Engineer's Estimate of Cost | $6,575.00 |
| Contract Price | $3,027.50 |
| Adjusted Contract Price | $3,150.10 |
| Completed | 7/22/40 |
| Value of work completed in 1940 | $3,150.10 |

Route #6, Sec. #9

Sta. 144+33

| | |
|---|---|
| County | Passaic |
| Municipality | Little Falls Township |
| Local Name | Pearl Brook Bridge |
| Federal Aid Project No. | W.P.A. P-28 |
| Type of Structure | Concrete slab bridge |
| Width of Roadway on Bridge | 2 @ 50' - 16' island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 14'-0" |
| Length of Bridge Deck on ℄ of Roadway | 16'-0" |
| Deck Coverint | Earth Fill & Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Santaniello Bros. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Aetna Casualty & Insur.Co. |
| Official Starting Date | 11/6/39 |
| Work Started | 12/15/39 |
| Working days specified | 240 |
| Date of Completion | 12/26/40 |
| Engineer's Estimate of Cost | $7,619.00 |
| Contract Price | $3,576.00 |
| Adjusted Contract Price | $3,919.08 |
| Value of Work Done in 1939 | $ 393.00 |
| Value of work done in 1940 | $3,526.08 |

Route #6, Sec. #9

Sta. 155+35

| | |
|---|---|
| County | Passaic |
| Municipality | City of Clifton |
| Local Name | Bridge over Pearl Brook |
| Federal Aid Project No. | WPA p-28 |
| Type of Structure | Concrete slab bridge |
| Width of Roadway on Bridge | 2 @ 40' - 6' island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 13'-6" |
| Length of Bridge Deck on ℄ of Roadway | 16'-10" |
| Deck Covering | Earth Fill & Roadway Pavement |
| Type of Coundation | Concrete |
| Contractor | Santinello Bros. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Aetna Casualty & Insur.Co. |
| Official Starting Date | 11/6/39 |
| Work Started | 11/9/39 |
| Working days specified | 240 |
| Date of Completion | 7-1-40 |
| Engineer's Estimate of Cost | $11,236.75 |
| Contract Price | $ 5,191.00 |
| Adjusted Contract Price | $5,451.45 |
| Value of Work Done in 1939 | $1,038.00 |
| Value of work done in 1940 | $4,413.45 |

Route #6, Sec. #11

Sta. 284+01.60

| | |
|---|---|
| County | Morris |
| Municipality | Montville Township |
| Local Name | Flood Bridge |
| Type of Structure | Concrete abutment, concrete deck slab on encased I beam. |
| Width of Roadway on Bridge | 32'-0" |
| Width of Sidewalk " " | 6'-0" |
| Length of Spans | 30'-0" |
| Length of Bridge Deck on ℄ of Roadway | 37'-0" |
| Deck Covering | Concrete slab |
| Type of Foundation | Concrete on Timber piles |
| Contractor | Tidewater Stone & Supply Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Standard Accident Insurance Co. |
| Official Starting Date | 12/8/39 |
| Work Started | 11/27/39 |
| Working days specified | 150 |
| Date of Completion | 10-17-40 |
| Engineer's Estimate of Cost | $26,582.00 |
| Contract Price | $20,753.80 |
| Adjusted Contract Price | $21,556.23 |
| Value of Work Done in 1939 | $ 7,886.00 |
| Value of Work done in 1940 | $13,670.23 |

Route #6, Sec. #11

Sta. 288+16

| | |
|---|---|
| County | Morris & Essex |
| Municipality | Montville & Caldwell Townships |
| Local Name | Bridge over Passaic River |
| Type of Structure | Concrete piers & abutments. Conc. deck slab on encased I beams. |
| Width of Roadway on Bridge | 32'-0" (8'-0" Island) |
| Width of Sidewalk " " | 6'-0" |
| Length of Spans | 4 spans - 2@50'-9" & 2@ 51'-9" |
| Length of Bridge Deck on ℄ of Roadway | 223.17' |
| Deck Covering | Concrete slab. |
| Type of Foundation | Concrete on timber piles |
| Contractor | Tidewater Stone & Supply Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Standard Accident Insur. Company |
| Official Starting Date | 12/8/39 |
| Work Started | 12/11/39 |
| Working days specified | 150 |
| Date of Completion | 11-18-40 |
| Engineer's Estimate of Cost | $108,263.75 |
| Contract Price | $ 89,677.25 |
| Adjusted Contract Price | $ 91,359.92 |
| Value of Work Done in 1939 | $ 2,690.00 |
| Value of Work done in 1940 | $88,669.92 |

Route #6, Sec. #11-A

Sta. 271+14.35

| | |
|---|---|
| County | Morris |
| Municipality | Montville Township |
| Local Name | Underpass at Bloomfield Ave. |
| Federal Aid Project No. | 88-D(3) |
| Type of Structure | Concrete abutments-Encased through girder and floor beams. |
| Width of Roadway on Bridge | 1 @ 26' |
| Length of Spans | 101' |
| Length of Bridge Deck on ℄ of Roadway | 104' |
| Deck Covering | Concrete |
| Type of Foundation | Concrete on Piles |
| Contractor | Eisenberg Construction Company |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Maryland Casualty Co. |
| Official Starting Date | 7/18/39 |
| Work Started | 10/3/39 |
| Working days specified | 125 |
| Date of Completion | 6/11/40 |
| Engineer's Estimate of Cost | $80,548.25 |
| Contract Price | $69,871.60 |
| Adjusted Contract Price | $64,219.97 |
| Value of Work Done in 1939 | $59,264.00 |
| Value of Work done in 1940 | $4,955.97 |

Route #6, Sec. #11-A

Sta. 209+14

| | |
|---|---|
| County | Morris |
| Municipality | Montville Township |
| Local Name | Rockaway River |
| Federal Aid Project No. | 88-D(3) |
| Type of Structure | Concrete abutments and piers, concrete deck slab and encased I beams. |
| Width of Roadway on Bridge | 2 @ 32' 1-16' Island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 2 @ 40' 1 @ 39'-9" |
| Length of Bridge Deck on ℄ of Roadway | 129.32 |
| Deck Covering | Concrete |
| Type of Foundation | Concrete on Piles. |
| Contractor | Eisenberg Construction Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Maryland Casualty Co. |
| Official Starting Date | 7/18/39 |
| Work Started | 7/13/39 |
| Working days specified | 125 |
| Date of Completion | 10/29/40 |
| Engineer's Estimate of Cost | $77,350.30 |
| Contract Price | $61,750.35 |
| Adjusted Contract Price | $64,256.79 |
| Value of Work Done in 1939 | $60,453.00 |
| Value of work done in 1940 | $ 3,803.79 |

Route #6, Sec. #11-A

Sta. 209+14

| | |
|---|---|
| County | Morris |
| Municipality | Montville Township |
| Local Name | Rockaway River |
| Federal Aid Project No. | 88-D(3) |
| Type of Structure | Concrete abutments and piers, concrete deck slab and encased I beams. |
| Width of Roadway on Bridge | 2 @ 32' 1-16' Island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 2 @ 40' 1 @ 39'-9" |
| Length of Bridge Deck on ℄ of Roadway | 129.32 |
| Deck Covering | Concrete |
| Type of Foundation | Concrete on Piles. |
| Contractor | Eisenberg Construction Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Maryland Casualty Co. |
| Official Starting Date | 7/18/39 |
| Work Started | 7/13/39 |
| Working days specified | 125 |
| Date of Completion | 10/29/40 |
| Engineer's Estimate of Cost | $77,350.30 |
| Contract Price | $61,750.35 |
| Adjusted Contract Price | $64,256.79 |
| Value of Work Done in 1939 | $60,453.00 |
| Value of work done in 1940 | $ 3,803.79 |

Route #6, Soc. #11-A

Sta. 264+96

| | |
|---|---|
| County | Morris |
| Municipality | Montville Township |
| Local Name | Passaic River Flood Bridge |
| Federal Aid Project No. | 88-D (3) |
| Type of Structure | Concrete Abutments and piers, concrete deck on encased I Beams |
| Width of Roadway on Bridge | 49' |
| Width of Sidewalk " " | 1 @ 6' |
| Length of Spans | 1 @ 33'-7" 2 @ 34'-9" |
| Length of Bridge Deck on ℄ of Roadway | 114'-4" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Eisenberg Construction Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Maryland Casualty Co. |
| Official Starting Date | 7/18/39 |
| Work Started | 7/13/39 |
| Working days specified | 125 |
| Date of Completion | 5-2-40 |
| Engineer's Estimate of Cost | $66,011.95 |
| Contract Price | $62;321.20 |
| Adjusted Contract Price | $61,768.62 |
| Value of Work Done in 1939 | $61,519.00 |
| Value of work done in 1940 | $ 249.62 |

Route #6, Sec. #12

Sta. 13/10

| | |
|---|---|
| County | Morris |
| Municipality | Montville Township |
| Local Name | Passaic River Bridge. |
| Federal Aid Project No. | 88-A (2) |
| Type of Structure | Concrete abutments and piers, concrete deck on encased I beams. |
| Width of Roadway on Bridge | 2 @ 32' |
| Width of Sidewalk | 2 @ 6'-2" to 7'-3" ℄ |
| Length of Spans | 4 Spans - 1@66.83'; 2@67.55' 1@ 67.92 |
| Length of Bridge Deck on ℄ of Roadway | 283.50' |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Gray Construction Company |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Seaboard Surety Company |
| Official Starting Date | 11/6/39 |
| Work Started | 10/24/39 |
| Working days specified | 150 |
| Percent of Completion by 12-31-40 | 99.3 |
| Engineer's Estimate of Cost | $178,575.00 |
| Contract Price | $144,844.00 |
| Adjusted Contract Price | $141,763.87 |
| Value of Work Done in 1939 | $ 24,419.00 |
| Value of Work done in 1940 | $115,387.07 |
| Value of Work to be done in 1941 | $ 1,957.80 |

Route #6, Sec. #13

Sta. 146+00

| | |
|---|---|
| County | Morris |
| Municipality | Parsippany & Troy Hills Twp. |
| Local Name | Troy Brook Denville-Cobbs Corner. |
| Federal Aid Project No. | 88-E(1) |
| Type of Structure | Concrete slab bridge. |
| Width of Roadway on Bridge | 2 @ 32' |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 16.33" |
| Length of Bridge Deck on ℄ of Roadway | 19'-0" |
| Deck Covering | Earth Fill and Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | LaFera Grecco Construction Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Standard Accident Insur. Co. |
| Official Starting Date | 2/3/40 |
| Work Started | 3/25/40 |
| Engineer's Estimate of Cost | $13,958.00 |
| Contract Price | $13,639.00 |
| Adjusted Contract Price | $13,832.42 |
| Completed | 11/19/40 |

Route #25, Sec. #30-B

| | |
|---|---|
| County | Hudson & Essex |
| Municipality | Newark & Kearny |
| Project | Structural Steel for approaches and lift span. |
| Local Name | Passaic River Bridge |
| Width of Roadway on Bridge | 2 @ 24' (4'-0" Island |
| Width of Sidewalk " " | 2 @ 6'-0" |
| " " Roadway Under Bridge | 1 @ 60'-0" ±; 1 @ 56'-0" |
| " " Sidewalk " " | 4 @ 6'-0"+ |
| Length of Spans | Lift Span 5@ 2@ 8@ 4@<br>328'-0± 76'± 110'± 79'± 78'± |
| Length of Bridge Deck on ℄ of Roadway | 2273.5 |
| Contractor | American Bridge Company |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | U. S.Fidelity & Guaranty Company |
| Official Starting Date | 12/8/39 |
| Work Started | 5-1-40 |
| Working days specified | 450 Cal. days |
| Percent completed | 97.35% |
| Contract Price | $1,099,505.62 |
| Engineer's Estimate of Cost | $1,314,726.50 |
| Adjusted Contract Price | $1,100,599.73 |
| Value of work done in 1940 | $1,071,420.31 |
| Value of work to be done in 1941 | $ 29,179.42 |

Route #28, Sec. #12

Sta. 89+41

| | |
|---|---|
| County | Union |
| Municipality | Westfield |
| Local Name | Robinson's Branch |
| Type of Structure | Double Box Culvert |
| Width of Roadway on Bridge | 40' |
| Width of Sidewalk " " | 2 @ 12' |
| Length of Spans | 2 @ 7'-8" |
| Length of Bridge Deck on ℄ of Roadway | 18'-6" |
| Deck Covering | Earth Fill & Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Louis DiFranisco Inc. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | U. S. Fidelity & Guaranty Co. |
| Official Starting Date | 12/23/39 |
| Work Started | 2/13/40 |
| Working days specified | 80 |
| Engineer's Estimate of Cost | $10,010.00 |
| Contract Price | $ 9,349.50 |
| Adjusted Contract Price | $9,741.54 |
| Date of Completion | 7/18/40 |

Route #28-24, Sec. #2

Sta. 136+32.59

| | |
|---|---|
| County | Warren |
| Municipality | Lopatcong Township |
| Local Name | Bridge over East Bound Lane Rt. 24 |
| Federal Project No. | 179-A(2) |
| Type of Structure | Concrete abutments, concrete deck slab on encased I beams. |
| Width of Roadway on Bridge | 24' |
| Width of Sidewalk " " | 1 @ 6' 1 @ 3'-6" |
| " " Roadway Under Bridge | 24' |
| " " Sidewalk " " | 6' |
| Length of Spans | 32'-6" |
| Length of Bridge Deck on ℄ of Roadway | 52.78 |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Korp & Korp |
| Inspector in Charge of Work | H. R, Gabriel |
| Bonding Company | Standard Accident Insur.Company |
| Official Starting Date | 6/25/39 |
| Work Started | 8/16/39 |
| Working days specified | 140 |
| Date of Completion | 1/2/40 |
| Engineer's Estimate of Cost | $27,872.90 |
| Contract Price | $26,290.00 |
| Adjusted Contract Price | $26,087.48 |
| Value of Work Done in 1939 | $26,087.48 |
| Value of work done in 1940 | 0 |

Route #S-31, Sec. #4

Sta. 387+76

| | |
|---|---|
| County | Sussex |
| Municipality | Boro of Branchville |
| Local Name | Culvers Brook Culvert |
| Federal Aid Project No. | 101-C(1) |
| Type of Structure | Concrete slab bridge |
| Width of Roadway on Bridge | 2 @ 24 1 -6' Island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Span | 20' |
| Length of Bridge Deck on ℄ of Roadway | 28' |
| Deck Covering | Earth fill and roadway pavement |
| Type of Foundation | Concrete on rock |
| Contractor | Salmon Bros. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Standard Accident Insurance Co. |
| Official Starting Date | 8/22/39 |
| Work Started | 7/18/39 |
| Working days specified | 150 |
| Date of Completion | 6/7/40 |
| Engineer's Estimate of Cost | $33,724.00 |
| Contract Price | $22,741.00 |
| Adjusted Contract Price | $25,597.68 |
| Value of Work Done in 1939 | $19,239.00 |
| Value of work done in 1940 | $ 6,358.68 |

Route #35 Ext., Sec. #14

| | |
|---|---|
| County | Middlesex |
| Municipality | Sayreville & Woodbridge Twp. |
| Local Name | Raritan River Bridge-<br>Structural Steel-Contract #5. |
| Federal Aid Project No. | N.J. 1331-5-F. |
| Type of Structure | Steel Girders |
| Width of Roadway on Bridge | 2 @ 24'-0" (4'-0" Island) |
| Width of Sidewalk " " | 2 @ 2' 3-3/4 |
| Length of Spans | 29 spans -8@132-6 1@ 250<br>6@84.5; 8 @ 200-0; 6@ 152'-6 |
| Length of Bridge Deck on ℄ of Roadway | 4390'± |
| Deck Covering | R. Concrete |
| Type of Foundation | R. Concrete on piles |
| Contractor | Bethlehem Steel Company |
| Inspector in Charge of Work | C. L. Appleton |
| Bonding Company | U. S. Guarantee Company |
| Official Starting Date | 9/5/39 |
| Work Started | 9/1/39 |
| Working days specified | 275 |
| Date of Completion | 12/14/40 |
| Engineer's Estimate of Cost | $1,638,343.00 |
| Contract Price | $1,708,820.44 |
| Adjusted Contract Price | $1,703,266.14 |
| Value of Work Done in 1939 | $ 51,055.00 |
| Value of Work Done in 1940 | $1,652,211.14 |

Route #35, Sec. #14

| | |
|---|---|
| Project | Upper section of river piers |
| Local Name | Raritan Riv.Pier Shafts. |
| Federal Aid Project No. | 1331-2-F |
| Type of Structure | Concrete Piers |
| Type of Foundation | Concrete caissons |
| Contractor | The Peter F. Connolly Company |
| Inspector in Charge of Work | C. L. Appleton |
| Bonding Company | Fidelity & Deposit Company |
| Official Starting Date | 8/28/39 |
| Work Started | 8/28/39 |
| Working days specified | 165 |
| Date of completion | 6/20/40 |
| Engineer's Estimate of Cost | $269,377.00 |
| Contract Price | $358,598.50 |
| Adjusted Contract Price | $360,905.63 |
| Value of Work Done in 1939 | $319,153.00 |
| Value of Work done in 1940 | $ 41,752.63 |

Route #35, Sec. #14-B

Sta.197+06.54

| | |
|---|---|
| County | Middlesex |
| Municipality | Boro of Sayreville |
| Local Name | Overpass at S.Amboy Circle |
| Type of Structure | Concrete abutments, concrete deck slab on encased I beams. |
| Width of Roadway on Bridge | 2 @ 25'-1-1/2" |
| Width of Sidewalk " " | 1 @ 6' 4-1/2" |
| " " Roadway Under Bridge | 1 @ 40'-0" |
| Length of Spans | 1 @ 50'-0" |
| Length of Bridge Deck on ℄ of Roadway | 55.24' |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Wm. Eisenberg |
| Inspector in Charge of Work | C. L. Appleton |
| Bonding Company | Maryland Casualty |
| Official Starting Date | Jan. 2, 1940 |
| Work Started | 1/22/40 |
| Working days specified | 180 Calendar Days |
| Engineer's Estimate of Cost | $44,271.75 |
| Contract Price | $30,693.70 |
| Adjusted Contract Price | $30,727.96 |
| Date completed | 7-25-40 |

Route #35, Sec. #14-B

Sta. 203+49.66

| | |
|---|---|
| County | Middlesex |
| Municipality | Boro of Sayreville |
| Local Name | Overpass at S.Amboy Circle |
| Type of Structure | Concrete abutments, concrete deck slab on encased I beams. |
| Width of Roadway on Bridge | 2 @ 25-1/2 |
| Width of Sidewalk " " | 1 @ 6' 4-1/2" |
| " " Roadway Under Bridge | 1 @ 40' |
| Length of Spans | 1 @ 51'-0" |
| Length of Bridge Deck on ℄ of Roadway | 56.18' |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Eisenberg Construction Co. |
| Inspector in Charge of Work | C. L. Appleton |
| Bonding Company | Maryland Casualty Co. |
| Official Starting Date | Jan. 2, 1940 |
| Work Started | 1/22/40 |
| Working days specified | 180 Cal. Days. |
| Engineer's Estimate of Cost | $49,954.50 |
| Contract Price | $38,775.40 |
| Adjusted Contract Price | $38,809.65 |
| Date Completed | 7/26/40 |

Route #37, Sec. #9

Sta. 388+06

| | |
|---|---|
| County | Monmouth |
| Municipality | Upper Freehold |
| Local Name | Lahaway |
| Federal Aid Project No. | FAS 119-C(1) |
| Type of Structure | Concrete abutment, concrete deck slab on encased I beams |
| Width of Roadway on Bridge | 40'-0" |
| Width of Sidewalk " " | 1 @ 6'-0" |
| Length of Spans | 50'-0" |
| Length of Bridge Deck on ℄ of Roadway | 53.83' |
| Deck Covering | Concrete |
| Type of Foundation | Concrete -one abutment on timber piles |
| Contractor | John F. McGreevey |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insurance Co. |
| Official Starting Date | 11/17/39 |
| Work Started | 11/1/39 |
| Date of Completion | 5/14/40 |
| Engineer's Estimate of Cost | $22,325.20 |
| Contract Price | $23,551.20 |
| Adjusted Contract Price | $23,982.84 |
| Value of Work Done in 1939 | $ 7,666.94 |
| Value of work done in 1940 | $16,315.90 |

Working days specified 75

Route #44, Sec. #8

Sta.727+0

| | |
|---|---|
| County | Gloucester |
| Municipality | Boro of Bridgeport |
| Local Name | Raccoon Creek Bridge |
| Federal Aid Project No. | 122-E(1) |
| Type of Structure | Vertical lift draw span |
| Width of Roadway on Bridge | 2 @ 24' 1-4' Island |
| Width of Sidewalk " " | 2 @ 6' |
| Length of Spans | 2 @ 37' 2@39' 1@ 85'-8" |
| Length of Bridge Deck on ℄ of Roadway | 285.16' |
| Deck Covering | Steel grids on draw span. Concrete on approach spans. |
| Type of Foundation | Concrete on piles |
| Contractor | F. A. Canuso & Son |
| Inspector in Charge of Work | C. D. Weller |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 7/5/39 |
| Work Started | 7/31/39 |
| Working days specified | 225 |
| Percent of Completion by 12/31/40 | 99.9 |
| Engineer's Estimate of Cost | $306,422.45 |
| Contract Price | $323,177.40 |
| Adjusted Contract Price | $323,214.90 |
| Value of Work Done in 1939 | $138,966.00 |
| Value of work done in 1940 | $183,748.90 |
| Value of work to be done in 1941 | $ 500.00 |
| Completed | 1-10-41 |

Route #47, Sec. 5-A.
Sta.218+24

| | |
|---|---|
| County | Cumberland |
| Municipality | Landis Township |
| Local Name | Bridge over Parvins Branch |
| Type of Structure | Concrete slab bridge |
| Width of Roadway on Bridge | 40' |
| Length of Spans | 16'-0" |
| Length of Bridge Deck on ℄ of Roadway | 19.46' |
| Deck Covering | Earth Fill and Roadway Pavement |
| Type of Foundation- | Concrete |
| Contractor | Frank J. Hill Jr. |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Glen Falls Indemnity Co. |
| Official Starting Date | 11/17/39 |
| Work Started | 1/10/40 |
| Working days specified | 80 |
| Engineer's Estimate of Cost | $9,259.50 |
| Contract Price | $8,577.50 |
| Adjusted Contract Price | $9,289.60 |
| Completed | 4/3/40 |

---

Route #48, Sec. #16
(Old 18-S)
Sta.181+69

| | |
|---|---|
| County | Gloucester |
| Municipality | Newfield |
| Local Name | Bridge over Manaway Brook |
| Type of Structure | Concrete slab bridge |
| Width of Roadway on Bridge | 40' |
| Length of Spans | 10'-0" |
| Length of Bridge Deck on ℄ of Roadway | 12.09' |
| Deck Covering | Earth Fill and Roadway Pavement |
| Type of Foundation | Concrete |
| Contractor | Frank J. Hill, Jr. |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Glen Falls Indemnity Co. |
| Official Starting Date | 11/17/39 |
| Work Started | 11/14/39 |
| Working days specified | 80 |
| Date of Completion | 3/12/40 |
| Engineer's Estimate of Cost | $5,457.75 |
| Contract Price | $5,321.25 |
| Adjusted Contract Price | $5,908.45 |
| Value of Work Done in 1939 | $5,162.00 |
| Value of work done in 1940 | $ 746.45 |

RAILROAD BRIDGES ON STATE HIGHWAYS LET IN 1939 AND UNDER CONSTRUCTION IN 1940.

| RT. NO. | SEC. | LOCAL NAME | VALUE OF WORK DONE IN 1940 | ADJUSTED CONTRACT PRICE | VALUE OF WORK DONE IN 1939 | STARTING DATE | DATE COMPLETED |
|---|---|---|---|---|---|---|---|
| S-31 | 4 | D.L.& W.R.R. Overpass (Frankford Township) | $127,391.03 | $127,391.03 | 0 | 3/12/40 | 11/1/40 |
| 51 | 1 | P.R.R.Seashore Line Overpass (Bridgeport) | 8,095.08 | 34,130.08 | $26,035.00 | 9/1/39 | 4/25/40 |
| | | | $135,486.11 | $161,521.11 | $26,035.00 | | |

Route #S-31, Sec. #4

Sta.339+87.56

| | |
|---|---|
| County - | Sussex |
| Municipality | Township of Frankford |
| Local Name | Overpass at D.L. & W.R.R. |
| Federal Aid Project No. | 101-C(2) |
| Type of Structure | Open Concrete piers & abutments, concrete deck on encased I beams. |
| Width of Roadway on Bridge | 2 @ 24' 6'-0" Island |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 56-5-3/4 62-5 60-11 54-2 |
| Length of Bridge Deck on ℄ of Roadway | 245.33 |
| Deck Covering | Concrete |
| Contractor | The Highway Corp. |
| Inspector in Charge of Work | H.R.Gabriel |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 1/27/40 |
| Work Started | 3/12/40 |
| Working days specified | 120 |
| Engineer's Estimate of Cost | $151,785.75 |
| Contract Price | $128,698.50 |
| Adjusted Contract Price | $127,391.03 |
| Date of Completion | Nov. 1, 1940. |

Route #51, Sec. #1

Sta.101+84.82

| | |
|---|---|
| County | Gloucester |
| Municipality | Bridgeport |
| Local Name | Overpass at P.R.R.-Seashore Lines |
| Federal Aid Project No. | FAGS-11 (1) |
| Type of Structure | Concrete piers and abutments, concrete deck slab on encased |
| Width of Roadway on Bridge | 2 @ 25' (2'-0" Island) I beams. |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 2 @ 35'-0" & 1 @ 33'-0" |
| Length of Bridge Deck on ℄ of Roadway | 113.12 |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Joseph Nesto & Co. |
| Inspector in Charge of Work | C.D.Weller |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 9/12/39 |
| Work Started | 9/1/39 |
| Working days specified | 120 |
| Date of Completion | 4/25/40 |
| Engineer's Estimate of Cost | $41,530.20 |
| Contract Price | $34,257.00 |
| Adjusted Contract Price | $34,130.08 |
| Value of Work Done in 1939 | $26,035.00 |
| Value of work done in 1940 | $ 8,095.08 |

# HIGHWAY BRIDGE CONTRACTS ON STATE HIGHWAYS LET IN 1940.

| ROUTE NO. | | SEC. | | LOCAL NAME | CONTRACT PRICE | ADJUSTED CONTRACT PRICE | VALUE OF WORK DONE IN 1940 | STARTING DATE | DATE OR % COMPLETED |
|---|---|---|---|---|---|---|---|---|---|
| 1 | | 1,2&3 | | (Rt.25,1927) Signal Bridges & Lighting | 17,340.00 | 18,537.70 | $18,537.70 | 7-2-40 | 11-28-40 |
| 4 | * | 42-A | + | Overpass Rt. #28 181-C-1 | $57,749.85 | $57,749.85 | 0 | Not Started | 0 |
| 4 | * | 42-A | + | Warnes Brook 181-C-1 | 5,028.07 | 5,028.07 | 0 | " " | 0 |
| 4 | * | 42-A | + | Tenants Brook 181-C-1 | 3,538.54 | 3,538.54 | 0 | " " | 0 |
| 4 | * | 42 | + | Branch of Tenants Br. 181-C-1 | 6,655.20 | 6,655.20 | 0 | " " | 0 |
| 4 | * | 42 | + | Rt. 4 NO.Bd. over Rt. 4 S.Bd. 181-C-1 | 37,689.85 | 37,689.85 | 0 | " " | 0 |
| 6 | * | 8-A | + | Pedestrian Underpass 131-G(2) | 9,373.10 | 9,373.10 | 0 | 11-8-40 | 0 |
| 6 | | 8-A | + | Piaget Ave. 131-G(2) | 47,861.42 | 47,861.42 | 0 | 11-8-40 | 0 |
| 25 | * | 33-A | + | Cranbury Brook S.N. 123-C(2) | 2,616.00 | 2,616.00 | 0 | Not Started | 0 |
| 25 | * | 33-A | + | Jamesburg Rd.Overpass S.N. 133-C(2) | 35,288.00 | 35,288.00 | 0 | " " | 0 |
| 25 | * | 33-A | + | Lawrence Brook S.N. 123-C(2) | 45,504.40 | 45,504.40 | 0 | " " | 0 |
| 25 | * | 33-A | + | Big Ditch S.N. 123-C(2) | 17,841.30 | 17,841.30 | 0 | " " | 0 |
| 25 | | 30-B | | Passaic River Bridge Deck | 138,110.98 | 138,551.70 | $134,395.15 | 7-26-40 | 97% |
| 28 | * | 23 | | Beaver Brook 115+38 | 40,954.50 | 40,954.50 | - | Not Started | 0 |
| 28 | * | 25 | | Cattlepass 726+85 | 6,702.50 | 6,911.72 | 6,911.72 | 10-4-40 | 12-12-40 |
| 29 | * | 2-E | + | So.Springfield Ave.Underpass S.N.178-D(1) | 52,647.45 | 52,647.45 | | Not Started | - |
| 29 | * | 2-E | + | Rahway River S.N. 178-D(1) | 28,277.00 | 28,277.00 | 0 | " " | 0 |
| 29 | * | 2-E | + | Branch Rahway River S.N. 178-D(1) | 6,383.15 | 6,383.15 | 0 | " " | 0 |
| 29 | * | 2-E | + | Overpass Westfield Ave. S.N. 178-D(1) | 26,276.45 | 26,276.45 | - | 12-23-40 | 0 |
| 29 | * | 2-D | + | W. Branch Elizabeth River 178-C(1) | 4,919.59 | 4,919.59 | - | 11-8-40 | 0 |
| 29 | * | 2-D | + | Rosemont Ave. 178-C(1) | 44,225.25 | 44,225.25 | | 11-8-40 | 0 |
| 29 | | 1-C | + | Vauxhall Road 178-B(2) | 47,160.50 | 46,944.50 | 46,944.50 | 7-22-40 | 12-31-40 |
| 29 | | 1-C | + | Underpass Near Bloy St. | 27,776.95 | 28,347.67 | 28,347.67 | 7-22-40 | 12-26-40 |
| 29 | | 1-C | + | Eliz.Riv.Bridge Widening 178-B(2) | 13,982.55 | 14,289.23 | 14,289.23 | 7-22-40 | 12-26-40 |
| 29 | | 3-B | + | Underpass Near Hilldale Place 178-B(2) | 30,040.38 | 29,979.85 | 29,979.85 | 7-22-40 | 12-31-40 |
| 29 | * | 6-A | | Small Stream W.P.A. P-53 | 7,000.00 | 7,000.00 | 1,750.00 | 12-30-40 | 25% |
| 31 | | 11 | | Branch Pequest | - | - | - | Not Started | |
| 31 | | 11 | | Branch Pequest | - | - | - | " " | |
| 31 | | 11 | | Culvert Extension State House Annex Ramp | - | | | Not Started | |
| | | | | | 12,934.85 | 12,099.59 | 12,099.59 | 9-23-40 | 12-16-40 |

* - Let with Road Contract.

\+ LET TOGETHER.

## HIGHWAY BRIDGE CONTRACTS ON STATE HIGHWAYS LET IN 1940 CONT'D.

| Route No. | Sec. | Local Name | Contract Price. | Adjusted Contract Price | Value of Work Done in 1940 | Starting Date | Date Or % Completed |
|---|---|---|---|---|---|---|---|
| 33-35 Conn. | * 1 + | Bridge over Alewife Creek | $8,581.75 | $8,792.59 | $8,792.59 | 7-29-40 | 12-23-40 |
| " | * " | Bridge Over Jumping Brook | 9,581.00 | 9,730.52 | 9,730.52 | 7-29-40 | 12-23-40 |
| 35-4N Conn. | * 1 | Franklin Park Lake | 6,619.40 | 6,619.40 | 66.20 | 10-4-40 | 1% |
| 35 | 14 | Raritan River Bridge Deck PWA 1331-6-F | 283,081.91 | 329,049.29 | 329,049.29 | 3-1-40 | 12-23-40 |
| 39 | * 1B& 10A | Crosswicks Creek Bridge Widening | 55,134.35 | 55,119.55 | 7,716.74 | 11-8-40 | 14% |
| S-41 | * 3A &4A | Kresson Lake Ext. 183-B(1) | 6,817.35 | 6,817.35 | 0 | Not Started | 0 |
| 44 | * 9 | Hessian Run | 21,791.00 | 21,791.00 | 0 | Not Started | 0 |
| 44 | * 10+ | Big Birch Creek | 11,364.00 | 11,364.00 | 0 | 10-14-40 | 0 |
| 44 | * 10+ | Little Birch Creek | 6,024.00 | 6,024.00 | 2,108.40 | 10-14-40 | 35% |
| 45 | | Salem Creek Sta. 460+34 | 30,960.25 | 33,273.83 | 33,273.83 | 9-14-40 | 12-31-40 |
| 45 | | Raccoon Creek Sta. 1085+65 | 36,059.00 | 36,059.00 | 35,337.82 | 9-14-40 | 98% |
| 45 | | So.Branch Oldmans Creek | 11,357.00 | 11,932.02 | 11,932.02 | 9-21-40 | 12-26-40 |
| 49 | 12-A | Muddy Run | 9,943.80 | 10,040.98 | 10,040.98 | 8-23-40 | 10-1-40 |
| 54 | 1 | Branch of Hospitality Creek (W.P.A.) | | 12,503.79 | 10,691.18 | 9-23-40 | 85% |
| | | | | $1,189,144.98 | $739,895.39 | | |

Value of Work Completed in 1940 = $739,895.39
Value of Work to be completed in 1941= 449,249.59
$1,189,144.98

* - Let with Road Contract
\+ - Let in same group.

Rt.#1 Ext., Sec. 1,2 & 3
(Rt.25 -1927)

| | |
|---|---|
| County | Hudson |
| Municipality | Jersey City |
| Project | Depressed Highway Signal Bridges |
| Local Name | Signal Bridges & Lighting |
| Type of Structure | 9 signal bridges and lighting |
| Contractor | Selbach-Meyer Company |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Marylang Casualty Company |
| Official Starting Date | 7-2-40 |
| Work Started | 6-17-40 |
| Date of Completion Specified | 8-31-40 |
| Date of Completion or | 11-28-40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $22,650.00 |
| Contract Price | $17,340.00 |
| Adjusted Contract Price | $18,537.70 |
| Value of Work Done in 1940 | $18,537.70 |

Route #4, Sec. #42-A

Station 302+95.6

| | |
|---|---|
| County | Middlesex |
| Municipality | Madison Township |
| Local Name | Overpass at Rt. #28 |
| Federal Aid Project No. | 181-C(1) |
| Type of Structure | Conc.Abuts.& Pier -Encased I beam deck |
| Width of Roadway on Bridge | 68' |
| Width of Sidewalk " " | 2 @ 6'-9" |
| Width of Roadway Under Bridge | 58'-0" |
| " " Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 2 @ 38'-2" |
| Length of Bridge Deck on ℄ of Roadway | 80'-4" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Jannarone Contracting Company |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Massachusetts Bonding & Insurance Company |
| Official Starting Date | 2/3/41 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $59,407.90 |
| Contract Price | $57,749.85 |
| Value of Work Done in 1940 | 0 |
| Value of Work to be done in 1941 | all |

REMARKS:

Road Contract.

Route #4, Sec. #42-A

Sta.252+71

| | |
|---|---|
| County | Middlesex |
| Municipality | Madison |
| Local Name | Warnes Brook |
| Federal Project No. | 181-C(1) |
| Type of Structure | Reinf. Conc.Abut & deck |
| Width of Roadway on Bridge | 48'-9" |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 14'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 17'-6" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Jannarone Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Massachusetts Bonding & Insurance Company |
| Official Starting Date | 2/3/41 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $5,117.00 |
| Contract Price | $5,028.07 |
| Value of Work Done in 1940 | 0 |
| Value of Work to be done in 1941 | All |

REMARKS:

Road Contract.

Route #4, Sec. #42

Sta. 290+51

| | |
|---|---|
| County | Middlesex |
| Municipality | Madison Township |
| Local Name | Branch of Tenants Brook |
| Federal Project No. | 181-C(1) |
| Type of Structure | Concrete Box Culvert |
| Width of Roadway on Bridge | 50' |
| Length of Spans | 8'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 10'-0" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Jannarone Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Massachusetts Bonding & Insurance Co. |
| Official Starting Date | 2/3/41 |
| Working days specified | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $6,481.00 |
| Contract Price | $6,655.20 |
| Value of Work to be done in 1941 | All |

REMARKS:

Road Contract.

ROUTE #4, Section #42

Station 171+50

| | |
|---|---|
| County | Middlesex |
| Local Name | Rt. 4 No.Bound over Rt. 4 So.Bound |
| Federal Project No. | 181-C(1) |
| Type of Structure | Conc.Abuts -Thru girder & conc. encased deck beams. |
| Width of Roadway on Bridge | 24' |
| Width of Sidewalk on Bridge | 1 @ 2'-0"; 1 @ 6'-0" |
| " " Roadway Under Bridge | 32'-0" |
| " " Sidewalk " " | 1 @ 2'-9" and 1 @ 6'-4" |
| Length of Spans | 84' - 4-1/2" |
| Length of Bridge Deck on ℄ of Roadway | 91'- 6-1/2" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Jannarone Contracting Company |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Mass. Bonding & Insurance Co. |
| Official Starting Date | 2/3/41 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $39,610.25 |
| Contract Price | $37,689.85 |
| Value of Work to be done in 1941 | All |

REMARKS:

Road Contract.

Route #6, Section #8-A

Station 270+21

| | |
|---|---|
| County | Passaic |
| Municipality | Clifton |
| Local Name | Pedestrian Underpass |
| Federal Aid Project No. | 131-G(2) |
| Type of Structure | Reinf. Conc. Box |
| Width of Roadway on Bridge | 16'-0" Island; 1 @ 42' @ 1 @ 54'-6" |
| Width of Sidewalk " " | 1 @ 10'-6"; 1 @ 11'-0" |
| Width of Sidewalk Under Bridge | 5'-0" |
| Length of Spans | 6'-0" Clear |
| Length of Bridge Deck on ℄ of Roadway | 8'-0" |
| Deck Covering | Earth fill |
| Type of Foundation | Concrete |
| Contractor | LaFerra-Grecco ContractingCo. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 11/8/40 |
| Work Started | Not in 1940 |
| Working days specified or | 140 |
| Engineer's Estimate of Cost | $10,472.75 |
| Contract Price | $ 9,373.10 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #6, Sec. #8-A & 8-B

Station 277+0

| | |
|---|---|
| County | Passaic |
| Municipality | Clifton |
| Local Name | Piaget Ave. |
| Federal Aid Project No. | 131-G(2) |
| Type of Structure | Conc. abutments-Slab with encased I Beams. |
| Width of Roadway on Bridge | 2 @ 26'-0" 6'-0" Island |
| Width of Sidewalk " " | 1 @ 6'-0" |
| Width of Roadway Under Bridge | 2 @ 15'-0" 2'-0" Island |
| " " Sidewalk " " | 1 @ 2'-0" ; 1 @ 6'-0" |
| Length of Spans | 40'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 60'-10" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | LaFerra-Grecco ContractingCo. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 11/8/40 |
| Work Started | None in 1940 |
| Working days specified or | 140 |
| Date of Completion or | 0 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $47,861.42 |
| Contract Price | $43,800.40 |
| Value of Work Done in 1940 | None |
| Value of Work to be done in 1941 | All. |

Route #25, Sec. #33-A

Sta. 659+67

| | |
|---|---|
| County | Middlesex |
| Municipality | Boro of Cranbury |
| Local Name | Cranbury Brook |
| Federal Aid Project No. | SN 123-C(2) |
| Type of Structure | Conc.Abut.Slab & floor |
| Width of Roadway on Bridge | 1 @ 34' 1 @ 45' 11' Island |
| Length of Spans | 12'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 14'-6" |
| Deck Covering | Earth Fill |
| Type of Foundation | Concrete |
| Contractor | Geo. M.Brewster & Son, Inc. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Massachusetts Bonding & Insurance Co. |
| Official Starting Date | 2/3/41 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $2,954.00 |
| Contract Price | $2,616.00 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #25, Sec. #33-A

Sta. 444+27.34

| | |
|---|---|
| County | Middlesex |
| Municipality | South Brunswick Township |
| Local Name | Jamesburg Road Overpass |
| Federal Aid Project No. | SN 123-C(2) |
| Type of Structure | Conc.Abuts. Slab with I beams encased |
| Width of Roadway on Bridge | 2 @ 32' 4'-0" Island |
| Width of Sidewalk " " | 2 @ 6'-1-1/2" |
| Width of Roadway Under Bridge | 40'-0" |
| " " Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 52'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 58'-5" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Geo. M.Brewster & Son,Inc. |
| Inspector in Charge of Work | M.L. Vail |
| Bonding Company | Massachusetts Bonding & Insurance Company |
| Official Starting Date | 2/3/41 |
| Work Started | 1/23/41 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $47,716.30 |
| Contract Price | $35,288.00 |
| Value of Work Done in 1940 | 0 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #25, Sec. #33-A

Sta. 323+63

| | |
|---|---|
| County | Middlesex |
| Municipality | So.Brunswick Twp. |
| Local Name | Lawrence Brook |
| Federal Aid Project No. | SN 123-C(2) |
| Width of Roadway on Bridge | 2 @ 35'-0" 30'-0" Island |
| Width of Sidewalk " " | 1 @ 18'-9" 1 @ 18'-8" |
| Length of Spans | 40'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 46'-3" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Geo. M.Brewster & Son Inc. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Massachusetts Bonding & Insurance Company |
| Official Starting Date | 2/3/40 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $55,491.00 |
| Contract Price | $45,504.40 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #25, Sec. #33-A

Sta. 367+72

| | |
|---|---|
| County | Middlesex |
| Municipality | So.Brunswick Twp. |
| Local Name | Big Ditch |
| Federal Aid Project No. | S.N. 123-C(2) |
| Type of Structure | R. C. Walls & slab |
| Width of Roadway on Bridge | 2 @ 20'-0" 30'-0"Island |
| Length of Spans | 18'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 27'-0" |
| Deck Covering | Earth Fill |
| Type of Foundation | Concrete |
| Contractor | Geo. M. Brewster & Son,Inc. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Massachusetts Bonding & Insurance Company. |
| Official Starting Date | 2/3/41 |
| Work Started | 1/3/41 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $20,011.00 |
| Contract Price | $17,841.30 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #25, Section #30-B

| | |
|---|---|
| County | Essex & Hudson |
| Local Name | Passaic River Bridge Deck. |
| Type of Structure | Steel Vertical Lift |
| Width of Roadway on Bridge | 2 @ 24'-0" 4'-0" Island |
| Width of Sidewalk " " | 2 @ 7'-10" |
| Length of Spans | 1 @ 366'-6"±; 2 @ 126'-0"± 17 @ 81'-6"± |
| Length of Bridge Deck on ℄ of Roadway | 2005'-0" |
| Deck Covering | Conc. & open grid. |
| Type of Foundation | Concrete and piles |
| Contractor | LaForra-Grocco ContractingCo. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 7/26/40 |
| Work Started | 7/18/40 |
| Date of Completion Specified | 12/1/40 |
| Percent of Completion by 12/31/40 | 97% |
| Engineer's Estimate of Cost | $158,275.70 |
| Contract Price | $138,110.98 |
| Adjusted Contract Price | $138,551.70 |
| Value of Work Done in 1940 | $134,395.15 |
| Value of work to be done in 1941 | $ 4,156.55 |

Route #28, Sec. #23

Sta.115+38.5

| | |
|---|---|
| County | Hunte don |
| Local Name | Beaver Brook |
| Type of Structure | Barrel Arch |
| Width of Roadway on Bridge | 2 @ 35'-0" 50' Island |
| Length of Spans | 28'-0" @ Springing Line |
| Deck Covering | Earth fill |
| Type of Foundation | Concrete |
| Contractor | Samuel Colacurcio |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | The Aetna Casualty & Surety Company |
| Official Starting Date | 1/27/41 |
| Working days specified or | 150 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $51,497.00 |
| Contract Price | $40,954.50 |
| Value of Work Done in 1940 | 0 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #28, Sec. #25

Sta.726+85.0

| | |
|---|---|
| County | Somerset |
| Municipality | Branchburg Township |
| Local Name | Cattle Pass |
| Type of Structure | Reinf. Concrete Box |
| Width of Roadway on Bridge | 2 @ 31' |
| Length of Spans | 6'-0" |
| Length of Bridge Deck on ℄ of Roadway | 8'-0" |
| Deck Covering | Concrete slab -Earth Fill |
| Type of Foundation | Concrete |
| Contractor | C. T. Burkett |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | National Surety Corp. |
| Official Starting Date | 10/4/40 |
| Work Started | 10/14/40 |
| Working days specified or | 150 |
| Date of Completion or | 12/12/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $6,060.00 |
| Contract Price | $6,702.50 |
| Adjusted Contract Price | $6,911.72 |
| Value of Work Done in 1940 | $6,911.72 |

REMARKS:

Let with Road Contract.

Route #29, Sec. #2-E

Sta. 469+50.91

| | |
|---|---|
| County | Union |
| Municipality | Springfield Township |
| Local Name | So.Springfield Ave.Underpass |
| Federal Aid Project No. | SN 178-D(1) |
| Type of Structure | Conc.Abuts & Pier Encased I beam deck |
| Width of Roadway on Bridge | 2 @ 20' 2'-0" Island |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Width of Roadway Under Bridge | 2 @ 31'-6" 6'-0" Island |
| " " Sidewalk " " | 2 @ 7'-0" |
| Length of Spans | 2 @ 58' 9-3/8" |
| Length of Bridge Deck on ℄ of Roadway | 127' 3-1/2" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 2/3/41 |
| Working days specified or | 140 |
| Percent of Completion by 12/31/40 | 0 |
| Contract Price | $52,647.45 |
| Value of Work Done in 1940 | 0 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #29, Sec. #2-E

Sta. 421+28

| | |
|---|---|
| County | Union |
| Municipality | Union & Springfield Twp. |
| Local Name | Rahway River |
| Federal Aid Project No. | S.N. 178-D(1) |
| Type of Structure | Concrete Frame |
| Width of Roadway on Bridge | 44'-0" |
| Width of Sidewalk " " | 2 @ 7'-0" |
| Length of Spans | 48'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 54'-0" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Standard Accident Insurance Company. |
| Official Starting Date | 2/3/41 |
| Work Started | 1/13/41 |
| Working days specified or | 140 |
| Percent of Completion by 12/31/40 | 0 |
| Contract Price | $28,277.00 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #29, Sec. #2-E

Sta. 425+37

| | |
|---|---|
| County | Union |
| Municipality | Springfield Township |
| Local Name | Branch of Rahway River |
| Federal Aid Project No. | S.N. 178-D(1) |
| Type of Structure | R. C. box culvert |
| Width of Roadway on Bridge | 44'-0" |
| Width of Sidewalk " " | 2 @ 7'-0" |
| Length of Spans | 10'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 13'-0" |
| Deck Covering | Earth fill |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 2/3/41 |
| Work Started | 1/13/41 |
| Working days specified or | 140 |
| Percent of Completion by 12/31/40 | 0 |
| Contract Price | $6,383.15 |
| Value of Work Done in 1940 | 0 |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #29, Sec. #2-E

Sta. 491+76.71

| | |
|---|---|
| County | Union |
| Municipality | Mountainside Boro |
| Local Name | Overpass Westfield Ave. |
| Federal Aid Project No. | 178D(1) |
| Type of Structure | Conc.Abuts.-Slab with Encased I beams. |
| Width of Roadway on Bridge | 32'-0" |
| Width of Sidewalk " " | 2 @ 6'-6" ± |
| Width of Roadway Under Bridge | 26'-0" |
| " " Sidewalk " " | 1 @ 6'-0"± ; 1 @ 7'-0"± |
| Length of Spans | 54'-0"± c to c bearing. |
| Length of Bridge Deck on ℄ of Roadway | 55'-0" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 2/3/41 |
| Working days specified or | 140 |
| Percent of Completion by 12/31/40 | 0 |
| Contract Price | $26,276.45 |

REMARKS:

Let with Road Contract.

Route #29, Sec. #2-D

Sta. 364+75

| | |
|---|---|
| County | Union |
| Municipality | Union Township |
| Local Name | W.Branch Elizabeth River |
| Federal Aid Project No. | 178-C(1) |
| Type of Structure | Conc. Box Culvert |
| Width of Roadway on Bridge | 44'-0" |
| Length of Spans | 7'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 13'-0" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | LaFerra-Grecco Contracting Co. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 11/8/40 |
| Working days specified or | 140 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $5;512.50 |
| Contract Price | $4,919.59 |
| Value of Work Done in 1940 | None |
| Value of Work to be done in 1941 | $4,919.59 |

REMARKS:

Let with Road Contract.

Route #29, Sec. #2-D

| | |
|---|---|
| County | Union |
| Municipality | Union Township |
| Local Name | Rosemont Ave. |
| Federal Aid Project No. | 178-C(1) |
| Type of Structure | Conc.Abut.Encased I beam deck. |
| Width of Roadway on Bridge | 2 @ 30'-0" with 22'-0" open between roadways. |
| Width of Sidewalk " " | 1 @ 8'-1-1/2" - 1 @ 8'-6" |
| Width of Roadway Under Bridge | 40'-0" |
| " " Sidewalk " " | 2 @ 10'-0" |
| Length of Spans | 61'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 64'-4" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Laferra-Grecco ContractingCo. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 11/8/40 |
| Working days specified or | 140 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $46,536.13 |
| Contract Price | $44,225.25 |
| Value of Work Done in 1940 | None |
| Value of Work to be done in 1941 | $44,225.25 |

REMARKS:

Let with Road Contract.

Route #29, Sec. #1-C

Sta.245+20.79

| | |
|---|---|
| County- | Union |
| Municipality | Union Township |
| Local Name | Underpass at Vauxhall Road |
| Federal Projext No. | 178-B(2) |
| Type of Structure | Reinf.Conc.Slab on Encased I Beams. |
| Width of Roadway on Bridge | 40'-0" |
| Width of Sidewalk " " | 2 @ 6'-0" |
| " " Roadway Under Bridge | 64' |
| " " Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 2 @ 56'-11" |
| Length of Bridge Deck on ℄ of Roadway | 118'-11" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | N.J. Asphalt & Paving Co. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | The Aetna Casualty & Surety Company |
| Official Starting Date | 7/22/40 |
| Work Started | 8/12/40 |
| Working days specified or | 100 |
| Date of Completion Specified | 12/31/40 |
| Date of Completion | 12/31/40 |
| Engineer's Estimate of Cost | $61,412.75 |
| Contract Price | $47,160.20 |
| Adjusted Contract Price | $46,944.50 |
| Value of Work Done in 1940 | $46,944.50 |

Route #29, Sec. #1-C

Sta. 206+33.23

| | |
|---|---|
| County | Union |
| Municipality | Hillside Twp. |
| Local Name | Underpass near Bloy St. |
| Federal Project No. | 178-B(2) |
| Type of Structure | Conc.Abut.encased I Beam deck. |
| Width of Roadway on Bridge | 30' |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Width of Roadway Under Bridge | 60'-0" |
| " " Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 74'-0" |
| Length of Bridge Deck on ℄ of Roadway | 76'-6" |
| Deck Covering | Concrete |
| Contractor | N.J. Asphalt & Paving Company |
| Type of Foundation | Concrete |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | The Aetna Casualty & Surety Company. |
| Official Starting Date | 7/22/40 |
| Work Started | 7/17/40 |
| Working days specified or | 100 |
| Date of Completion | 12/26/40 |
| Percent of Completion by 12/31/40 | 100 |
| Contract Price | $27,776.95 |
| Engineer's Estimate of Cost | $37,194.00 |
| Adjusted Contract Price | $28,347.67 |
| Value of Work Done in 1940 | $28,347.67 |

Route #29, Section #1-C

Sta. 226+99

| | |
|---|---|
| County | Union |
| Municipality | Hillside & Union Twps. |
| Local Name | Eliz.River Bridge Widening |
| Federal Aid Project No. | 178-B(2) |
| Type of Structure | Conc.Abuts.Encased I Beam Deck |
| Width of Roadway on Bridge | 30' |
| Width of Sidewalk " " | 2 @ 10' |
| Length of Spans | 69'-10" |
| Length of Bridge Deck on ℄ of Roadway | 70'- 4-3/8" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | N.J.Asphalt & Paving Co. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | The Aetna Casualty & Surety Company. |
| Official Starting Date | 7/22/40 |
| Work Started | 7/22/40 |
| Working days specified or | 100 |
| Date of Completion or | 12/26/41 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $18,379.50 |
| Contract Price | $13,982.55 |
| Adjusted Contract Price | $14,289.23 |
| Value of Work Done in 1940 | $14,289.23 |

Route #29, Sec. #3-B

Sta.145+84.91

| | |
|---|---|
| County | Union |
| Municipality | Hillside Twp. |
| Local Name | Underpass near Hilldale Pl. |
| Federal Aid Project No. | 178 -B(2) |
| Type of Structure | Conc.Abut & deck slab on oncased I Beams |
| Width of Roadway on Bridge | 30' |
| Width of Sidewalk on Bridge | 2 @ 6'-3" |
| Width of Roadway Under Bridge | 24' & 27'-0" |
| " " Sidewalk " " | 2 @ 8'-0" |
| Length of Spans | 74'-0" |
| Length of Bridge Deck on ℄ of Roadway | 76'-7'4" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | N.J. Asphalt & Paving Co. |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | The Aetna Casualty & Surety Company. |
| Official Starting Date | 7/22/40 |
| Work Started | 7/8/40 |
| Working days specified or | 100 |
| Date of Completion or | 12/31/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $39,957.75 |
| Contract Price | $30,040.38 |
| Adjusted Contract Price | $29,979.85 |
| Value of Work Done in 1940 | $29,979.85 |

Route #29, Sec. #6-A

Sta. 352+20

| | |
|---|---|
| County | Hunterdon |
| Municipality | Lambertville |
| Local Name | Small stream. |
| Federal Aid Project No. | W.P.A. P53 |
| Type of Structure | Conc.Abut. & slab |
| Width of Roadway on Bridge | 2 @ 29' 6'0" Island |
| Width of Sidewalk " " | 1 @ 4'-0" |
| Length of Spans | 8'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 19'-0" |
| Deck Covering | Earth fill |
| Type of Foundation | Concrete |
| Contractor | Geo. M.Brewster & Son,Inc. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | The Aetna Casualty & Surety Company. |
| Official Starting Date | 12/30/40 |
| Work Started | 12/16/40 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 25 |
| Engineer's Estimate of Cost | $8,321.75 |
| Contract Price | $7,000.00 |
| Adjusted Contract Price | $7,000.00 |
| Value of Work Done in 1940 | $1,750.00 |
| Value of Work to be done in 1941 | $5,250.00 |

REMARKS:

Let with Road Contract.

Route #31, Sec.11
Sta. 100+71

| | |
|---|---|
| County | Sussex |
| Municipality | Andover Boro. |
| Project | Culvert Extension |
| Local Name | Branch Pequest River |
| Federal Aid Project No. | B-205 |
| Type of Structure | Corr.Iron Arch & Conc.End Wall |
| Length of Spans | 10'-2" @ Springing line |
| Deck Covering | Earth Fill |
| Type of Foundation | Concrete |
| Contractor | Maintenance Division |
| Work Started | Not Started |

REMARKS: Let with Road Contract.

---

Route #31, Sec. #11
Sta. 101+40

| | |
|---|---|
| County | Sussex |
| Municipality | Andover Boro |
| Project | Culvert Extension |
| Local Name | Branch Pequest River |
| Federal Aid Project No. | B-205 |
| Type of Structure | Corr.Iron Arch & Conc.End Wall |
| Width of Roadway on Bridge | 40'-0" |
| Length of Bridge Deck on ℄ of Rdwy | 10'-9-1/2" @ Springing Line |
| Deck Covering | Earth Fill |
| Type of Foundation | Concrete |
| Contractor | Maintenance Div. |
| Work Started | Not Started |

REMARKS: Let with Road Contract.

---

Rt. #31, Sec. #11
Sta. 20+44.3

| | |
|---|---|
| County | Sussex |
| Municipality | Andover Township |
| Local Name | East & West Culvert Ext. |
| Type of Structure | Conc.Abuts & slab |
| Width of Roadway on Bridge | 40'-0" between guard rails |
| Length of Spans | 10'-0" |
| Length of Br.Deck on ℄ of Roadway | 14'-0" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Maintenance Div. |
| Work Started | Not started. |
| Value of Work Done in 1940 | Not Started. |

REMARKS: Let with Road Contract.

STATE HOUSE ANNEX RAMP.

| | |
|---|---|
| County | Mercer |
| Municipality | Trenton |
| Project | Lafayette Boulevard Conn. |
| Local Name | State House Ramp. |
| Federal Aid Project No. | W.P.A. |
| Type of Structure | Conc.Roadway & Sidewalk on Earth Fill. |
| Width of Roadway on Bridge | 20'-0" |
| Width of Sidewalk " " | 1 @ 6'-0" |
| Contractor | Maintenance |
| Work Started | Sept. 23, 1940 |
| Date of Completion or | Dec. 16, 1940 |
| Percent of Completion by 12/31/40 | 100% |
| Engineer's Estimate of Cost | $12,934.85 |
| Contract Price | $12,934.85 |
| Adjusted Contract Price | $12,099.59 |
| Value of Work Done in 1940 | $12,099.59 |

Route #33-35 Conn.,Sec.#1

Station #25+0

| | |
|---|---|
| County | Monmouth |
| Municipality | Shrewsbury |
| Local Name | Bridge over Alewife Creek |
| Type of Structure | Reinf.Conc. Box Culvert |
| Width of Roadway on Bridge | 40' |
| Length of Spans | 9'-0" |
| Length of Bridge Deck on ℄ of Roadway | 11'-0" |
| Deck Covering | Earthfill |
| Type of Foundation | Concrete |
| Contractor | Weldon Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Seaboard Surety Co. |
| Official Starting Date | 7/29/40 |
| Work Started | 9/5/40 |
| Working days specified or | 180 |
| Date of Completion or | 12/23/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $8,442.00 |
| Contract Price | $8,581.75 |
| Adjusted Contract Price | $8,792.59 |
| Value of Work Done in 1940 | $8,792.59 |

REMARKS:

Let with Road Contract.

Route #33-35 Conn., Sec. #1

Station 85+43

| | |
|---|---|
| County | Monmouth |
| Local Name | Bridge over Jumping Brook |
| Municipality | Neptune |
| Type of Structure | Reinf.Conc. Box Culvert |
| Width of Roadway on Bridge | 40' |
| Length of Spans | 11'-0" |
| Length of Bridge Deck on ℄ of Roadway | 13'-0" |
| Deck Covering | Earth fill |
| Type of Foundation | Concrete |
| Contractor | Weldon Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Seaboard Surety Company |
| Official Starting Date | 7/29/40 |
| Work Started | 10/19/40 |
| Working days specified or | 180 |
| Date of Completion or | 12/23/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $9,445.00 |
| Contract Price | $9,581.00 |
| Adjusted Contract Price | $9,730.52 |
| Value of Work Done in 1940 | $9,730.52 |

REMARKS:

Let with Road Contract.

Route #35 - 4N Conn.,Sec.#1

Sta.102+40.44

| | |
|---|---|
| County | Monmouth |
| Local Name | Franklin Park Lake |
| Type of Structure | Conc.Box Culvert |
| Width of Roadway on Bridge | 2 @ 35' 25'-0"Island |
| Width of Sidewalk " " | 2 @ 15'-0" |
| Length of Spans | 10' |
| Length of Bridge Deck on ℄ of Roadway | 12'-2" |
| Deck Covering | Concrete slab on earth fill |
| Type of Foundation | Concrete |
| Contractor | Jannarone Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Mass. Bonding & Insur.Co. |
| Official Starting Date | 10/4/40 |
| Work Started | 11/7/40 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 1% |
| Engineer's Estimate of Cost | $7,528.00 |
| Contract Price | $6,619.40 |
| Adjusted Contract Price | $6,619.40 |
| Value of Work Done in 1940 | $ 66.20 |
| Value of work to be done in 1941 | $6,553.20 |

REMARKS:

Let with Road Contract.

Route #35, Sec. #14

| | |
|---|---|
| County | Middlesex |
| Municipality | Sayreville & Woodbridge |
| Local Name | Raritan River Bridge Deck |
| Federal Project No. | P.W.A. 1331-6-F |
| Type of Structure | Steel Plate Girder |
| Width of Roadway on Bridge | 52'-0" |
| Width of Sidewalk " " | 2 @ 2' 3-3/4" |
| Length of Spans | 6 Sp. @ 86-6; 6 Sp.@ 155'-0" 6 @ 201'-6"; 1 @ 250'-0"; 2 @ 200'-0"; 7 @ 135'; 1 @ 133'-9". |
| Length of Bridge Deck on ℄ of Roadway | 4385.75 ℄ - ℄ Brgs. |
| Deck Covering | Concrete |
| Contractor | John G.English and Joseph Nesto Company. |
| Inspector in Charge of Work | C. L. Appleton |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 3/1/40 |
| Work Started | 3/1/40 |
| Working days specified or | 130 Cal. Days |
| Date of Completion Specified | 6/29/40 |
| Date of Completion or | 12/23/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $415,151.35 |
| Contract Price | $283,081.91 |
| Adjusted Contract Price | $329,049.29 |
| Value of Work Done in 1940 | $329,049.29 |

REMARKS:

Contractor has filed claim for additional compensation on account of delays.

Route #39, Sec. 1B & 10A

Sta. 1406+31

| | |
|---|---|
| County | Burlington & Mercer |
| Municipality | Near Bordentown |
| Local Name | Widening Crosswicks Creek Bridge |
| Type of Structure | Conc.Abutments & Pier-Encased I beam Deck. |
| Width of Roadway on Bridge | 35'-0" |
| Width of Sidewalk " " | 1 @ 6'-10-1/2" |
| Length of Spans | 2 @ 76'-0" |
| Length of Bridge Deck on ℄ of Roadway | 152'-0" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete & Timber Piles |
| Contractor | Joseph Nesto & Company |
| Inspector in Charge of Work | M.L. Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 11/8/40 |
| Work Started | 11/22/40 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 14% |
| Engineer's Estimate of Cost | $57,852.98 |
| Contract Price | $55,134.35 |
| Adjusted Contract Price | $55,119.55 |
| Value of Work Done in 1940 | $ 7,716.74 |
| Value of Work to be done in 1941 | $47,402.81 |

REMARKS:

Let with Road Contract.

Route #S-41, Sec. 3-A

Sta. 670+84

| | |
|---|---|
| County | Camden & Burlington |
| Municipality | Vorhees & Evesham Townships |
| Local Name | Kresson Lake Extension |
| Federal Aid Project No. | 183-B(1) |
| Type of Structure | Conc. Abuts.& deck slab |
| Width of Roadway on Bridge | 20' (new) |
| Width of Sidewalk " " | 15'-0" (new) |
| Length of Spans | 16'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 25'-0" |
| Deck Covering | Earth Fill |
| Type of Foundation | Conc. on Timber Piles |
| Contractor | Francis A. Canuso & Son |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Standard Accident Ins.Co. |
| Official Starting Date | 2/3/41 |
| Work Started | 1/21/41 |
| Working days specified or | 140 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $5,656.45 |
| Contract Price | $6,817.35 |
| Value of Work Done in 1940 | None |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #44, Sec. #9

Sta. 151+17

| | |
|---|---|
| County | Gloucester |
| Municipality | West Depthford Township |
| Local Name | Hessian Run |
| Type of Structure | Conc. Box Culvert |
| Width of Roadway on Bridge | 2 @ 35' 30'-0" Island |
| Length of Spans | 12'-0" clear |
| Length of Bridge Deck on ℄ or Roadway | 27'-9" |
| Deck Covering | Earth Fill |
| Type of Foundation | Conc. on timber piles |
| Contractor | Santinello Bros. |
| Inspector in Charge of Work | C. D. Weller |
| Bonding Company | The Aetna Casualty & SuretyCo. |
| Official Starting Date | 1/20/40 |
| Working days specified or | 140 |
| Percent of Completion by 12/31/40 | None |
| Engineer's Estimate of Cost | $18,263.00 |
| Contract Price | $21,791.00 |
| Value of Work Done in 1940 | None |
| Value of Work to be done in 1941 | All |

REMARKS:

Let with Road Contract.

Route #44, Sec. #10

Sta. 824+14

| | |
|---|---|
| County | Gloucester |
| Municipality | Logan Township |
| Local Name | Big Birch Creek |
| Type of Structure | Conc.Aubtments and Deck |
| Width of Roadway on Bridge | 35'-0" |
| Length of Spans | 20'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 24'-0" |
| Deck Covering | Concrete slab & earth fill |
| Type of Foundation | Concrete & Timber Pile |
| Contractor | S. J. Groves & Sons Co. |
| Inspector in Charge of Work | C. D. Weller |
| Bonding Company | Royal Indemnity Co. |
| Official Starting Date | 10/14/40 |
| Work Started | No work in 1940 |
| Working days specified | 140 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $8,292.50 |
| Contract Price | $11,364.00 |
| Adjusted Contract Price | 0 |
| Value of Work Done in 1940 | 0 |

REMARKS:

Let with Road Contract.

Route #44, Sec. #10

Sta.820+73.5

| | |
|---|---|
| County | Gloucester |
| Municipality | Logan Twp. |
| Local Name | Little Birch Creek |
| Type of Structure | Conc.Abutments and Deck |
| Width of Roadway on Bridge | 35'-0" |
| Length of Spans | 9'-0" Clear |
| Length of Bridge Deck on ℄ of Roadway | 12'-0" |
| Deck Covering | Concrete slab on Earth Fill |
| Type of Foundation | Concrete |
| Contractor | S.J.Groves & Sons Company |
| Inspector in Charge of Work | C. D. Weller |
| Bonding Company | Royal Indemnity Company |
| Official Starting Date | 10/14/40 |
| Work Started | 12/16/40 |
| Working days specified | 140 |
| Percent of Completion by 12/31/40 | 35% |
| Engineer's Estimate of Cost | $4,276.50 |
| Contract Price | $6,024.00 |
| Adjusted Contract Price | $6,024.00 |
| Value of Work Done in 1940 | $2,108.40 |
| Value of Work to be done in 1941 | $3,915.60 |

REMARKS:

Let with Road Contract.

Route #45

Station 460+34

| | |
|---|---|
| County | Salem |
| Municipality | Woodstown |
| Project | (Reconstruction) |
| Local Name | Salom Creek |
| Type of Structure | Conc.Abutments - Encased I Beam Deck |
| Width of Roadway on Bridge | 40'-0" |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 52'-6" |
| Length of Bridge Deck on ℄ of Roadway | 56'-2" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete and Timber Piles |
| Contractor | Ole Hansen |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | The Aetna Casualty & Surety Company |
| Official Starting Date | 9/14/40 |
| Work Started | 9/13/40 |
| Working days specified or | 50 |
| Date of Completion or | 12/31/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $27,768.00 |
| Contract Price | $30,960.25 |
| Adjusted Contract Price | $33,273.83 |
| Value of Work Done in 1940 | $33,273.83 |
| Value of work to be done in 1941 | |

REMARKS:

Not let with Road Contract.

Route #45

Station 1085+65

| | |
|---|---|
| County | Gloucester |
| Municipality | Mullica Hill |
| Local Name | Raccoon Creek |
| Project | (Reconstruction) |
| Type of Structure | Conc.Abutments -Encased I Beam Deck |
| Width of Roadway on Bridge | 40'-0" |
| Width of Sidewalk " " | 2 @ 6' 2" |
| Length of Spans | 40' |
| Length of Bridge Deck on ℄ of Roadway | 43'-10" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete on Timber Piles |
| Contractor | Eisenberg Construction Co. |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Maryland Casualty Company |
| Official Starting Date | 9/14/40 |
| Work Started | 9/16/40 |
| Working days specified or | 50 |
| Percent of Completion by 12/31/40 | 98% |
| Engineer's Estimate of Cost | $42,138.00 |
| Contract Price | $36,059.00 |
| Adjusted Contract Price | $36,059.00 |
| Value of Work Done in 1940 | $35,337.82 |
| Value of work to be done in 1941 | $ 721.18 |

REMARKS:

Not let with Road Contract.

Route #45

Station 609+89.1

| | |
|---|---|
| County | Salem |
| Project | (Reconstruction) |
| Local Name | So.Branch Oldmans Creek |
| Type of Structure | Concrete Abutments and Concrete Deck. |
| Width of Roadway on Bridge | 20'-0" |
| Length of Spans | 12'-0" |
| Length of Bridge Deck on ℄ of Roadway | 14'-2" |
| Deck Covering | Concrete Slab on Earth Fill |
| Type of Foundation | Concrete |
| Contractor | Jos. W. Rogers |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 9/21/40 |
| Work Started | 10/1/40 |
| Working days specified or | 50 |
| Date of Completion or | 12/26/40 |
| Engineer's Estimate of Cost | $10,240.00 |
| Contract Price | $11,357.00 |
| Adjusted Contract Price | $11,932.02 |
| Value of Work Done in 1940 | $11,932.02 |

REMARKS:

Not let with Road Contract.

Route #49, Sec. #12-A

Sta. 5+07

| | |
|---|---|
| County | Cumberland |
| Municipality | Bridgeton |
| Local Name | Muddy Run |
| Type of Structure | Concrete Abut. and Deck |
| Width of Roadway on Bridge | 30' |
| Width of Sidewalk on Bridge | 2 @ 9'-0" |
| Length of Spans | 10'-0" Clear |
| Length of Bridge Deck on ℄ of Roadway | 13'-0" |
| Deck Covering | Concrete slab on Earth Fill |
| Type of Foundation | Concrete |
| Contractor | Ole Hansen |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Fidelity & Deposit Co. of Md. |
| Official Starting Date | 8/23/40 |
| Work Started | 7/30/40 |
| Working days specified or | 70 |
| Date of Completion or | 10/1/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $11,157.50 |
| Contract Price | $ 9,943.80 |
| Adjusted Contract Price | $10,040.98 |
| Value of Work Done in 1940 | $10,040.98 |

REMARKS:

Not let with Road Contract.

Route #54, Sec. #1

Sta. 354+57

| | |
|---|---|
| County | Atlantic |
| Municipality | Buena Vista Township |
| Local Name | Branch of Hospitality Creek |
| Federal Aid Project | W.P.A. |
| Type of Structure | Concrete Abutment & Slab |
| Width of Roadway on Bridge | 16'-0" Island; 2 @ 35'-0" |
| Width of Sidewalk " " | 2 @ 14'-0"; 14'-0" Edge |
| Length of Spans | Gravel to parapet. |
| Length of Bridge Deck on ℄ of Roadway | 12'-0" clear |
| Deck Covering | 17'-10" |
| Type of Foundation | Earth Fill |
| Contractor | Concrete |
| Inspector in Charge of Work | Maintenance Div. |
| Work Started | None |
| Date of Completion or | Sept. 23, 1940 |
| Percent of Completion by 12/31/40 | Feb. 8, 1941 |
| Adjusted Contract Price | 85% |
| Value of Work Done in 1940 | $12,503.79 |
| Value of Work to be done in 1941 | $10,691.18 |
| | $ 1,812.61 |

REMARKS:

State share - 1940 $1,573.64

## RAILROAD BRIDGES ON STATE HIGHWAYS LET IN 1940

| Route | Sec. | Local Name | Contract Price | Adjusted Contract Price | Value of Work done in 1940 | Starting Date | Date or % of Completion |
|---|---|---|---|---|---|---|---|
| 6 | 13 | Underpass at D.L. & W. R.R. Sta. 98+82 88-E(2) | | $136,381.35 | $136,381.35 | 5-4-40 | 12-14-40 |
| 23 | 8-B | L. & N.E. R.R. Papakating Creek Sta. 31+90 | $120,046.28 | 120,046.28 | 105,640.72 | 7-15-40 | 88 |
| 25 | 33-A | Freehold & Jamesburg Railroad Station 472+95 | 76,923.40 | 76,923.40 | 0 | Not Started | 0 |
| 49 | 16 | Overpass P.R.S.S.L.(So.Dennis) Sta. 8+51 | | 60,027.91 | 60,027.91 | 8-20-40 | 12-31-40 |
| | | | | $393,378.94 | $302,049.98 | | |

Route #6, Sec. #13

Sta. 98+82

| | |
|---|---|
| County | Morris |
| Municipality | Twp. Parsippany-Troy Hills<br>Boro of Mountain Lakes |
| Project | Highway Widening |
| Local Name | Underpass at D.L. & W. R.R. |
| Federal Aid Project No. | 88-E(2) |
| Type of Structure | Conc.Abut.Thru Girder<br>Conc.Deck on open I Beams |
| Width of Roadway on Bridge | R.R. Roadbed 55'-0" ± |
| Width of Sidewalk " " | - |
| Width of Roadway Under Bridge | Additional 32'-0" |
| " " Sidewalk " " | Additional 6'-0" |
| Length of Spans | 40'-6"± Clear |
| Length of Bridge Deck on ℄ of Roadway | 134'-0"± ℄ Span |
| Deck Covering | Asphalt Blk & Ballast |
| Type of Foundation | Concrete |
| Contractor | Ell-Dorer Contracting Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | American Surety Co. of N.Y. |
| Official Starting Date | 6/4/40 |
| Work Started | 5/4/40 |
| Working days specified or | 195 Cal. days |
| Date of Completion Specified | 12/15/40 |
| Date of Completion or | 12/14/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $181,944.15 |
| Contract Price | $133,881.01 |
| Adjusted Contract Price | $136,381.35 |
| Value of Work Done in 1940 | $136,381.35 |

Route #23, Sec. #8-B

Sta. 31+90

| | |
|---|---|
| County | Sussex |
| Municipality | Wantage Township |
| Local Name | L. & N.E. R.R. Papakating Cr. |
| Federal Aid Project No. | FAGH 82-A(2) |
| Type of Structure | Open Conc.Abut & Piers I Beam & Girder Encased Deck. |
| Width of Roadway on Bridge | 2 @ 24' 6'-) Island |
| Width of Sidewalk " " | 2 @ 6'-2" |
| Width of Roadway Under Bridge | Stream & R.R. Track |
| Length of Spans | 1 @ 55'; 1 @ 105'; 1 @ 62'-6" 1 @ 52' All C-C Brgs. |
| Length of Bridge Deck on ℄ or Roadway | 278'-0" ± |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Jannarone Contractint Co. & Ell-Dorer Contracting Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Mass. Bonding & Insurance Co. |
| Official Starting Date | 7/29/40 |
| Work Started | 7/15/40 |
| Working days specified or | 180 |
| Percent of Completion by 12/31/40 | 88 |
| Engineer's Estimate of Cost | $116,535.95 |
| Contract Price | $120,046.28 |
| Adjusted Contract Price | $120,046.28 |
| Value of Work Done in 1940 | $105,640.72 |
| Value of Work to be done in 1941 | $ 14,405.56 |

REMARKS:

Bridge work suspended 12/27/40 until Spring.

Route #25, Sec. #33-A

Sta. 472+95

| | |
|---|---|
| County | Middlesex |
| Municipality | So.Brunswick Twp. |
| Local Name | Freehold & Jamesburg R.R. |
| Federal Aid Project No. | S.N. 123-C(2) |
| Type of Structure | Open Conc.Abut. & Piers<br>I Beam Encased Deck. |
| Width of Roadway on Bridge | 2 @ 32' 4'-0" Island |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Width of Roadway Under Bridge | 12'-2" c to c Double Track Roadbed. |
| Length of Spans | 2 @ 42'-0"± 1 @ 34'-1"± clear. |
| Length of Bridge Deck on ℄ of Roadway | 164' - 8-1/4" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Geo. M.Brewster & Son,Inc. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Mass. Bonding & Insur.Co. |
| Official Starting Date | 2/3/41 |
| Work Started | Not in 1940 |
| Working days specified or | 120 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | $89,030.25 |
| Contract Price | $76,923.40 |
| Value of Work Done in 1940 | None |
| Value of Work to be done in 1941 | All |

Route #49, Sec. #16

Sta. 8+51

| | |
|---|---|
| County | Cape May |
| Municipality | Dennis Township |
| Local Name | Overpass P.R.R. Seashore Lines. So. Dennis |
| Federal Aid Project No. | FAGH 96-B(1) |
| Type of Structure | Open Conc.Abut & Piers I-Beam Encased Deck. |
| Width of Roadway on Bridge | 54'-0" |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 2 @ 35 clear - 1 @ 33' clear |
| Length of Bridge Deck on ℄ of Roadway | 156'-0" ± |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Harry Eisenberg Inc. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Continental Casualty Co. |
| Official Starting Date | 8/26/40 |
| Work Started | 8/20/40 |
| Working days specified or | 140 |
| Date of Completion or | 12/31/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $62,598.00 |
| Contract Price | $60,823.00 |
| Adjusted Contract Price | $60,027.91 |
| Value of Work Done in 1940 | $60,027.91 |

REMARKS:

Let with Road Contract.

HIGHWAY & STREAM BRIDGES NOT ON STATE HIGHWAYS LET IN 1939 & UNDER CONSTRUCTION IN 1940.

| COUNTY | LOCAL NAME | VALUE OF WORK DONE IN 1940 | ADJUSTED CONTRACT PRICE | VALUE OF WORK DONE IN 1939 | STARTING DATE | DATE COMPLETED. |
|---|---|---|---|---|---|---|
| Camden | Cuthbert Road - FAS 23-A(1) | $53,108.38 | $53,108.38 | 0 | 1/15/40 | 7/2/40 |
| Ocean & Monmouth | Monmouth Road - 156-B(1) 39+24.5 | 11,193.18 | 11,193.18 | 0 | 1/8/40 | 4/11/40 |
| " | Monmouth Road - 156-C(1) 163+02 | 2,884.97 | 2,884.97 | 0 | 1/31/40 | 2/22/40 |
| " | Monmouth Road - 156-C(1) 192+76 | 3,273.51 | 3,273.51 | 0 | 2/23/40 | 3/14/40 |
| | | $70,460.04 | $70,460.04 | 0 | | |

Cuthbert Road

Sta.22+45

| | |
|---|---|
| County | Camden |
| Municipality | Haddon & Delaware Townships |
| Project | Cuthbert Road Bridge over Cooper River |
| Federal Aid Project No. | FAS 23-A(1) |
| Type of Structure | Concrete abutments - Steel I Beams, and Concrete deck slab. |
| Width of Roadway on Bridge | 2 @ 27'-0" |
| Width of Sidewalk " " | 2 @ 5'-0" |
| Length of Spans | 70'-0" |
| Length of Bridge Deck on ℄ of Roadway | 74'-2" |
| Deck Covering | R. C. Slab |
| Type of Foundation | Concrete on piles & Timber Platform |
| Contractor | Ole Hansen |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Fidelity and Deposit Co. of Md. |
| Official Starting Date | 2/3/40 |
| Work Started | 1/15/40 |
| Date of Completion | 7/2/40 |
| Engineer's Estimate of Cost | $60,535.60 |
| Contract Price | $52,818.35 |
| Adjusted contract price | $53,108.38 |

REMARKS:

Plans prepared by County.

MONMOUTH ROAD - SEC. #3

Sta.39+24.5

| | |
|---|---|
| County | Ocean & Monmouth |
| Local Name | Small Stream |
| Federal Aid Project No. | 156-C(1) |
| Type of Structure | Timber Deck on Piles |
| Width of Roadway on Bridge | 30'-0" |
| Length of Spans | 7 @ 15' |
| Length of Bridge Deck on ℄ of Roadway | 107' |
| Deck Covering | Timber |
| Type of Foundation | Timber Piles |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 10/17/39 |
| Work Started | 1/8/40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $12,495.20 |
| Contract Price | $11,655.25 |
| Adjusted contract price | $11,193.18 |
| Date Completed | 4/11/40 |

REMARKS:

Plans prepared by County.

Monmouth Road - Sec. #3

Sta. 163+02

| | |
|---|---|
| County | Ocean & Monmouth |
| Local Name | Small Stream |
| Federal Aid Project No. | 156-C(1) |
| Type of Structure | Timber on Timber Piles. |
| Width of Roadway on Bridge | 30'-0" |
| Length of Spans | 15'-0" |
| Length of Bridge Deck on ℄ of Roadway | 17'-0" |
| Deck Covering | Timber |
| Type of Foundation | Timber piles |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 10/17/39 |
| Work Started | 1/31/40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $3,305.40 |
| Contract Price | $2,999.35 |
| Adjusted contract price | $2,884.97 |
| Date completed | 2/22/40 |

REMARKS:

Plans prepared by County.

Monmouth Road - Sec. #3

Sta. 192+76

| | |
|---|---|
| County | Ocean & Monmouth |
| Local Name | Small Stream |
| Federal Aid Project No. | 156-C(1) |
| Type of Structure | Timber Deck on Piles. |
| Width of Roadway on Bridge | 30'-0" |
| Length of Spans | 15'-0" |
| Length of Bridge Deck on ℄ of Roadway | 17'-0" |
| Deck Covering | Timber Floor |
| Type of Foundation | Timber Piles |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 10/17/39 |
| Work Started | 2/23/40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $3,848.00 |
| Contract Price | $3,483.10 |
| Adjusted Contract Price | $3,273.51 |
| Date Completed | 3/14/40 |

REMARKS:

Plans prepared by County.

RAILROAD BRIDGES NOT ON STATE HIGHWAYS LET IN 1939 AND UNDER CONSTRUCTION IN 1940.

| PROJECT NO. | LOCAL NAME | VALUE OF WORK DONE IN 1940 | ADJUSTED CONTRACT PRICE | VALUE OF WORK DONE IN 1939 | STARTING DATE | DATE COMPLETED. |
|---|---|---|---|---|---|---|
| FAGS-12(1) | Overpass P.R.R. (Princeton Junction) | $837.28 | $85,766.28 | $84,929.00 | 4/1/39 | 2/7/40 |
| FAGM-8 | Overpass C.R.R. (Roosevelt Ave.) | 41,603.05 | 61,406.05 | 19,803.00 | 12/4/39 | 8/8/40 |
| FAGS-9 | Overpass Penn.Reading Seashore (Tilton Road) | 84,637.81 | 84,637.81 | 0 | 3/11/40 | 10/8/40 |
| 156-C(1) | Monmouth Road over Pemberton & Hightstown RR. | 13,908.08 | 13,908.08 | 0 | 4/9/40 | 7/25/40 |
| | | $140,986.22 | $245,718.22 | $104,732.00 | | |

Princeton - Hightstown Road

| | |
|---|---|
| Local Name | Overpass of P.R.R.at Princeton Junction. |
| Federal Aid Project No. | FAGS-12(1) |
| Type of Structure | Concrete Abutments-Half through Plate Girder-Concrete slab |
| Width of Roadway on Bridge | 2 @ 24' 4'-0" Island |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Length of Spans | 102'-0" |
| Length of Bridge Deck on ℄ of Roadway | 109.22' |
| Deck Covering | Concrete slab |
| Type of Foundation | Concrete |
| Contractor | Thomas Gallo |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | The Aetna Casualty & Surety Co. |
| Official Starting Date | 4/21/39 |
| Work Started | 4/1/39 |
| Working days specified | 140 |
| Date of Completion | 2/7/40 |
| Engineer's Estimate of Cost | $103,069.00 |
| Contract Price | $ 85,013.83 |
| Adjusted Contract Price | $ 85,766.28 |
| Value of Work Done in 1939 | $ 84,929.00 |
| Value of work done in 1940 | $ 837.28 |

FED. PROJ. NO. FAGM-8

Roosevelt Ave. Overpass

| | |
|---|---|
| Municipality | Carteret |
| Local Name | Overpass at C.R.R.-Roosevelt Av. |
| Federal Aid Project No. | FAGM-8 |
| Type of Structure | Concrete Abuts.,Steel Piers, Half through girder steel beams & concrete deck. |
| Width of Roadway on Bridge | 30' |
| Width of Sidewalk " " | 2 @ 8' |
| Length of Spans | 1 @ 62' 2 @ 25'-6" |
| Length of Bridge Deck on ℄ of Roadway | 117' |
| Deck Covering | Asphalt Block |
| Type of Foundation | Concrete |
| Contractor | Franklin Contracting Company |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 12/23/39 |
| Work Started | 12/4/39 |
| Working days specified | 160 |
| Date of Completion | 8/8/40 |
| Engineer's Estimate of Cost | $55,560.10 |
| Contract Price | $61,883.43 |
| Adjusted Contract Price | $61,406.05 |
| Value of Work Done in 1939 | $19,803.00 |
| Value of work done in 1940 | $41,603.05 |

FED. PRO J. NO. FAGS-9

Overpass at Tilton Road.

| | |
|---|---|
| Local Name | Overpass of Penn.Reading Seashore Lines at Tilton Road. |
| Federal Aid Project No. | FAGS-9 |
| Type of Structure | Concrete piers & abutments - steel beams and concrete deck slab. |
| Width of Roadway on Bridge | 44' |
| Length of Spans | 2 @ 65.96 - 1 @ 62.29 |
| Length of Bridge Deck on ℄ of Roadway | 194.19' |
| Deck Covering | Reinf. Concrete Slab |
| Type of Foundation | Reinf. Concrete |
| Contractor | Cayuga Construction Company |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | National Surety Company |
| Official Starting Date | 2/9/40 |
| Work Started | 3/11/40 |
| Working days specified | 160 |
| Engineer's Estimate of Cost | $80,284.60 |
| Contract Price | $83,969.19 |
| Adjusted Contract Price | $84,637.81 |
| Completed | 10/8/40 |

MONMOUTH ROAD - SEC. #3

Sta. 105+20

| | |
|---|---|
| County | Ocean & Monmouth |
| Local Name | Bridge over Pemberton and Hightstown Railroad. |
| Federal Aid Project No. | 156-C(1) |
| Type of Structure | Reinforced Concrete. Deck on Timber Bents. |
| Width of Roadway on Bridge | 30'-0" |
| Length of Spans | 4 @ 15'-6"; 1 @ 30' |
| Length of Bridge Deck on ℄ of Roadway | 94'-0" |
| Deck Covering | Concrete |
| Type of Foundation | Timber Piles |
| Contractor | Franklin Contracting Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Standard Accident Insur.Co. |
| Official Starting Date | 10/17/39 |
| Work Started | 4/9/40 |
| Working days specified | 140 |
| Engineer's Estimate of Cost | $12,787.80 |
| Contract Price | $13,915.50 |
| Adjusted Contract Price | $13,908.08 |
| Completed | 7/25/40 |

HIGHWAY AND SMALL STREAM BRIDGES IN FAS PROJECTS IET IN 1940.

| COUNTY | LOCAL NAME | ADJUSTED CONTRACT PRICE | VALUE OF WORK DONE IN 1940 | STARTING DATE | DATE OR % OF COMPLETION |
|---|---|---|---|---|---|
| WARREN | Allamuchy-Hackettstown Road<br>FAS 7-C(1)<br>Station 138+06 | $2,209.70 | $2,209.70 | 4-25-40 | 8-4-40 |
| SALEM | Tattletown Road 2nd Section<br>FAS 15-B(1)<br>Sta. 34+85 | $1,829.12 | $1,829.12 | 5-2-40 | 7-26-40 |

FAS 7-C(1)

Allamuchy-Hackettstown Rd.

Section #2

Sta. 138+06

| | |
|---|---|
| County | Warren |
| Municipality | Near Allamuchy Township |
| Local Name | Culvert at Sta. 138+06 |
| Federal Aid Project No. | FAS 7-C(1) |
| Type of Structure | Conc.Abuts & slab |
| Width of Roadway on Bridge | 20'-0" paved |
| Length of Spans | 5'-0" |
| Length of Bridge Deck on ∅ of Roadway | 8'-0" |
| Deck Covering | Gravel Fill |
| Type of Foundation | Concrete |
| Contractor | Union Building & Constr.Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | American Bonding Co. of Baltimore, Md. |
| Official Starting Date | 4/29/40 |
| Work Started | 4/25/40 |
| Working days specified or | 140 |
| Date of Completion or | 8/4/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $2,429.54 |
| Contract Price | $2,204.54 |
| Adjusted Contract Price | $2,209.70 |
| Value of Work Done in 1940 | $2,209.70 |

REMARKS:

Let with Road Contract.

FAS 15-B(1)

Sta.34+85

Section 2

| | |
|---|---|
| County | Salem |
| Municipality | Quinton |
| Local Name | Tattletown Rd. 2nd Section |
| Federal Aid Project No. | FAS 15-B(1) |
| Type of Structure | Box Culvert |
| Width of Roadway on Bridge | 30'-0" between Parapets |
| Length of Spans | 14' |
| Length of Bridge Deck on ℄ of Roadway | 17' |
| Deck Covering | Gravel |
| Type of Foundation | Concrete |
| Contractor | Anthony Clemente |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | U. S. Casualty Company |
| Official Starting Date | 3/2/40 |
| Work Started | 5/2/40 |
| Working days specified or | 60 |
| Date of Completion or | 7/26/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $2,827.80 |
| Contract Price | $1,822.30 |
| Adjusted Contract Price | $1,829.12 |
| Value of Work Done in 1940 | $1,829.12 |

REMARKS:

Let with Road Contract.

## RAILROAD BRIDGES NOT ON STATE HIGHWAYS LET IN 1940.

| PROJECT | LOCAL NAME | CONTRACT PRICE | ADJUSTED CONTRACT PRICE | VALUE OF WORK DONE IN 1940 | STARTING DATE | DATE OR % OF COMPLETION |
|---|---|---|---|---|---|---|
| FAGM 24-A(1) | Overpass P.R.S.S.L. East of Franklin Ave. (Berlin Boro & Twp) | | $33,043.43 | $14,869.54 | 11/4/40 | 45% |
| FAGM 6-B(1) | Overpass P.R.S.S.L. Haddon Avenue (Berlin Boro & Twp) | $163,584.10 | | | 0 | 0 |

Grade Crossing Elimination

F.A.G.M. 24-A(1)

| | |
|---|---|
| County | Camden |
| Municipality | Berlin Boro and Township |
| Project | Grade Crossing Elimination |
| Local Name | Overpass P.R.Seashore Line East of Franklin Ave. |
| Federal Aid Project No. | FAGM 24-A(1) |
| Type of Structure | Open Conc.Abut. & Piers Conc.Slab on I Beams |
| Width of Roadway on Bridge | 30' |
| Width of Sidewalk " " | 2 @ 6'-0" |
| Width of Roadway Under Bridge | Double Track Roadbed |
| " " Sidewalk " " | - |
| Length of Spans | 3 @ 38'-4" along ℄ highway |
| Length of Bridge Deck on ℄ of Roadway | 118'-0"± |
| Deck Covering | Conc. Wearing Surface |
| Type of Foundation | Concrete |
| Contractor | Eisenberg Construction Co. |
| Inspector in Charge of Work | M. L. Vail |
| Bonding Company | Maryland Casualty Co. |
| Official Starting Date | 11/11/40 |
| Work Started | 11/4/40 |
| Working days specified or | 110 |
| Percent of Completion by 12/31/40 | 45% |
| Engineer's Estimate of Cost | $27,972.85 |
| Contract Price | $33,043.43 |
| Adjusted Contract Price | $33,043.43 |
| Value of Work Done in 1940 | $14,869.54 |
| Value of Work to be done in 1941 | $18,173.89 |

REMARKS:

Let with Road Contract.

FAGM 6-B(1)

Haddon Ave. Overpass.

Sta. 25+0

| | |
|---|---|
| County | Camden |
| Municipality | Berlin Boro & Township |
| Project | Grade Crossing Elimination |
| Local Name | Overpass P.R.Seashore Lines Haddon Avenue. |
| Federal Aid Project No. | FAGM 6-B(1) |
| Type of Structure | Open Conc.Abut. & Piers Thru Girder. Conc.Deck on I Beams. |
| Width of Roadway on Bridge | 44'-0" |
| Width of Sidewalk " " | End spans 1 @ 7'-8" Cen.Span 1 @ 5'-0" |
| Width of Roadway Under Bridge | Double Track Roadbed |
| Length of Spans | 2 @ 43'-6"; 2 @ 72'-4"; 2 @ 93'-5"; 1 @ 14'-6" |
| Length of Bridge Deck on ℄ of Roadway | 433'-0" |
| Deck Covering | Conc.Wearing Surface |
| Type of Foundation | Reinf. Concrete. |
| Contractor | Eisenberg Construction Co. |
| Inspector in Charge of Work | C. D. Weller |
| Bonding Company | Maryland Casualty Co. |
| Official Starting Date | 2/3/41 |
| Work Started | 2/5/41 |
| Working days specified or | 160 |
| Percent of Completion by 12/31/40 | None |
| Engineer's Estimate of Cost | $158,926.50 |
| Contract Price | $163,584.10 |
| Value of Work Done in 1940 | None |
| Value of Work to be done in 1941 | $163,584.10 |

REMARKS:

Let with Road Contract.

MOTOR VEHICLE AID BRIDGES LET BY THE STATE IN 1939 AND UNDER CONSTRUCTION IN 1940.

| COUNTY | LOCAL NAME | VALUE OF WORK DONE IN 1940 | ADJUSTED CONTRACT PRICE | VALUE OF WORK DONE IN 1939 | STARTING DATE | DATE COMPLETED |
|---|---|---|---|---|---|---|
| Cumberland | West Branch Bridge | $3,778.50 | $3,778.50 | 0 | 1/6/40 | 5/2/40 |
| Passaic | Totowa Ave.over Molly Ann's Brook | 18,286.01 | 18,286.01 | 0 | 4/1/40 | 9/17/40 |
| Passaic-Morris | Stratton Bridge over Pequannock Rv. | 42,933.13 | 42,933.13 | 0 | 12/29/39 | 7/15/40 |
| Salem | Deal's Waste Gate Bridge | 11,649.87 | 11,649.87 | 0 | 10/20/39 | 4/1/40 |
| | | $76,647.51 | $76,647.51 | | | |

West Branch Bridge.
Cumberland County.

| | |
|---|---|
| Municipality | Hopewell Township |
| County | Cumberland |
| Local Name | West Branch Bridge |
| Type of Structure | Box Culvert |
| Width of Roadway on Bridge | 40'-0" |
| Length of Bridge Deck on ℄ of Roadway | 12'-0" |
| Deck Covering | Gravel Fill |
| Type of Foundation | Concrete |
| Contractor | Campbell |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | U.S. Casualty Co. |
| Work Started | 1/6/40 |
| Working days specified | 65 |
| Date of Completion | 5/2/40 |
| Engineer's Estimate of Cost | $5,783.60 |
| Contract Price | $3,482.65 |
| Adjusted Contract Price | $3,778.50 |

---

Totowa Ave. over Molly Ann's Brook
Passaic County.

| | |
|---|---|
| County | Passaic |
| Municipality | Paterson |
| Local Name | Totowa Ave. over Molly Ann's Brook |
| Type of Structure | Encased I Beam |
| Width of Roadway on Bridge | 40'-0" |
| Width of Sidewalk on Bridge | 1 @ 13'-10"; 1 @ 16'-1"± |
| Length of Spans | 38'-0" |
| Length of Bridge Deck on ℄ of Roadway | 41'-6" ± |
| Deck Covering | Conc. Wearing Surface |
| Type of Foundation | Conc. on Piles. |
| Contractor | Union Building & Constr.Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | Fidelity & Deposit Co. |
| Work Started | 4/1/40 |
| Working days specified | 100 |
| Date of Completion | 9/17/40 |
| Engineer's Estimate of Cost | 0 |
| Contract Price | $18,816.08 |
| Contract Price | $17,633.68 |
| Adjusted Contract Price | $18,286.01 |

## Stratton Bridge
## Morris & Passaic Counties

| | |
|---|---|
| County | Morris & Passaic |
| Municipality | Pompton Lakes |
| Local Name | Stratton Br.ov Pequannock Rv. |
| Type of Structure | Encased I Beams |
| Width of Roadway on Bridge | 40'-0" |
| Width of Sidewalk on Bridge | 2 @ 8'-10" |
| Length of Spans | 2 @ 45'-0" |
| Length of Bridge Deck on ℄ of Roadway | 97'-4" ± |
| Deck Covering | Conc. Wearing Surface |
| Type of Foundation | Concrete |
| Contractor | Ell-Dorer Contracting Co. |
| Inspector in Charge of Work | H. R. Gabriel |
| Bonding Company | American Surety Co. |
| Work Started | 12/29/39 |
| Working days specified | 150 |
| Engineer's Estimate of Cost | $46,063.72 |
| Contract Price | $44,591.95 |
| Adjusted Contract Price | $42,933.13 |
| Date Completed | 7/15/40 |

---

## Deals Waste Gate Bridge
## No. 1238 - Salem County

| | |
|---|---|
| County | Salem |
| Municipality | Pittsgrove Township |
| Local Name | Deals Waste Gate Bridge No. 1238 |
| Type of Structure | Concrete T Beam & Deck |
| Width of Roadway on Bridge | 30'-0" |
| Length of Spans | 21'-0" |
| Length of Bridge Deck on ℄ of Roadway | 30'-8" |
| Deck Covering | Gravel Fill |
| Type of Foundation | Conc. on Piles |
| Contractor | Campbell |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | U.S.Casualty |
| Official Starting Date | 10/20/39 |
| Work Started | 10/20/39 |
| Working days specified | 60 |
| Date of Completion | 4/1/40 |
| Engineer's Estimate of Cost | $13,280.51 |
| Contract Price | $10,978.57 |
| Adjusted Contract Price | $11,649.87 |

## MOTOR VEHICLE AID BRIDGES LET BY THE STATE IN 1940.

| County | Local Name | Contract Price | Adj.Contr.Price | Value of Work Done in 1940 | Starting Date | Date or % Completed |
|---|---|---|---|---|---|---|
| Somerset | Burnt Mills Bridge #138 | $25,428.88 | $25,066.04 | $25,066.04 | 6-8-40 | 9-26-40 |
| Salem | Red Bridge #714 | 9,048.30 | 10,457.04 | 10,457.04 | 6-15-40 | 10-1-40 |
| Cumberland | Parvins Br.Bridge So.E. Boulevard | 3,844.00 | 3,844.00 | Not Started | 12-7-40 | 0 |
| " | " " " SO.W. Boulevard | 3,338.00 | 3,338.00 | 3,304.62 | 10-14-40 | 99% |
| " | " " " Walnut Road | 3,519.90 | 3,483.69 | 3,483.69 | 7-27-40 | 12-7-40 |
| " | " " " East Ave. | 4,923.75 | 4,923.75 | 3,446.63 | 10-21-40 | 70% |
| " | " " " Orchard Street | 4,713.95 | 4,758.95 | 4,758.95 | 4-27-40 | 8-1-40 |
| " | Bowers Creek Bridge | 5,412.80 | 5,742.66 | 5,742.66 | 3-9-40 | 7-8-40 |
| " | Parsonage Branch Bridge | 4,005.95 | 3,997.76 | 3,997.76 | 7-12-40 | 11-28-40 |
| Camden | Bridge #4-B-9 | * 900.53 | | | | |
| " | " #3-C-23 | * 3,117.40 | | | | |
| " | " #8-E-36 | * 1,368.04 | | | | |

* These three bridges repaired by WPA Labor. State's share $5,385.97 for Materials.

Somerset County

Burnt Mills Bridge #138

| | |
|---|---|
| County | Somerset |
| Municipality | Bedminister |
| Local Name | Burnt Mills Bridge #138 |
| Type of Structure | Abut.Piers, Encased I Beam Deck |
| Width of Roadway on Bridge | 30'-0" |
| Length of Spans | 2 @ 55'-0" |
| Length of Bridge Deck on ℄ of Roadway | 113'-6" |
| Deck Covering | Concrete |
| Type of Foundation | Concrete |
| Contractor | Delta Construction Company |
| Inspector in Charge of Work | A. E. Lee |
| Bonding Company | Hartford Accident & Indemnity Co. |
| Official Starting Date | 6/8/40 |
| Work Started | June 6, 1940 |
| Working days specified or | 60 |
| Date of Completion or | 9/26/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $23,114.10 |
| Contract Price | $25,428.88 |
| Adjusted Contract Price | $25,066.04 |
| Value of Work Done in 1940 | $25,066.04 |

REMARKS:

State's share - all.

Grant St. to Quaker Neck Rd.

Sta. 9+60+

Salem County.

| | |
|---|---|
| County | Salem |
| Municipality | City of Salem and Mannington Twp. |
| Local Name | Red Bridge #714 |
| Type of Structure | R.C. Box Culvert |
| Width of Roadway on Bridge | 31'-8" between Parapets 20'-Pav. |
| Length of Spans | 11'-0" |
| Length of Bridge Deck on ℄ of Roadway | 13'-0" |
| Deck Covering | Gravel |
| Type of Foundation | Conc. on Timber Piles |
| Contractor | Frank J. Hill, Jr. |
| Inspector in Charge of Work | P. McCullough |
| Official Starting Date | 6/15/40 |
| Work Started | June 26, 1940 |
| Working days specified or | 80 |
| Date of Completion or | Oct. 1, 1940 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $9,186.00 |
| Contract Price | $9,048.30 (Bridge & Approaches) |
| Adjusted Contract Price | $10,457.04(Bridge & Approaches) |
| Value of Work Done in 1940 | $10,457.04 |

STATE'S SHARE $8,228.22

South East Boulevard

Sta. 3+0

Cumberland County

| | |
|---|---|
| County | Cumberland |
| Municipality | Landis |
| Local Name | Parvins Branch Br.on Southeast Boulevard. |
| Type of Structure | Conc. Box Culvert |
| Width of Roadway on Bridge | 30'-0" |
| Width of Sidewalk " " | 2 @ 5'-0" |
| Length of Spans | 12'-0" |
| Length of Bridge Deck on ℄ of Roadway | 14'-0" |
| Deck Covering | Gravel |
| Type of Foundation | Concrete |
| Contractor | Hill & Fox |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Glenn Falls Indemnity Company |
| Official Starting Date | 12/7/40 |
| Work Started | Jan. 13, 1941 |
| Working days specified or | 65 |
| Percent of Completion by 12/31/40 | 0 |
| Engineer's Estimate of Cost | |
| Contract Price | $3,844.00 |
| Adjusted Contract Price | $3,844.00 |
| Value of Work Done in 1940 | 0 |
| Value of Work to be done in 1941 | $3,844.00 |

REMARKS: STATE'S SHARE $2,000.00

So. West Boulevard.

Sta. 3+0
Cumberland County

| | |
|---|---|
| County | Cumberland |
| Municipality | Landis |
| Local Name | Parvins Branch Br.(S.W.Boulevard) |
| Type of Structure | Conc. Box Culvert |
| Width of Roadway on Bridge | 30'-0" |
| Width of Sidewalk " " | 2 @ 5' |
| Length of Spans | 12'-0" |
| Length of Bridge Deck on ℄ of Roadway | 14'-0" |
| Deck Covering | Gravel |
| Type of Foundation | Concrete |
| Contractor | C. Fiske Campbell |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | U. S. Casualty |
| Official Starting Date | |
| Work Started | Oct. 14, 1940 |
| Working days specified or | 65 |
| Percent of Completion by 12/31/40 | 99 |
| Contract Price | $3,338.00 |
| Value of Work Done in 1940 | $3,304.62 |
| Value of Work to be done in 1941 | $ 33.38 |

REMARKS:

State's Share $3,548.00

Walnut Road

Sta. 3+0

Cumberland County

| | |
|---|---|
| County | Cumberland |
| Municipality | Landis |
| Local Name | Parvins Br. Bridge |
| Type of Structure | Conc. Culvert |
| Width of Roadway on Bridge | 30'-0" |
| Width of Sidewalk " " | 2 @ 10' |
| Length of Spans | 12'-0" |
| Length of Bridge Deck on ℄ of Roadway | 14'-0" |
| Deck Covering | Gravel |
| Type of Foundation | Concrete |
| Contractor | C. Fiske Campbell |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | U. S. Casualty Co. |
| Official Starting Date | 7/27/40 |
| Work Started | Aud. 1, 1940 |
| Working days specified or | 65 |
| Date of Completion or | 12/7/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | |
| Contract Price | $3,519.90 |
| Adjusted Contract Price | $3,483.69 |
| Value of Work Done in 1940 | $3,483.69 |

REMARKS:

State's share $3,483.69

East Avenue.

Station 2+90

Cumberland County.

| | |
|---|---|
| County | Cumberland |
| Municipality | Landis |
| Local Name | Parvins Branch Bridge |
| Type of Structure | Conc. Box Culvert |
| Width of Roadway on Bridge | 30'-0" |
| Width of Sidewalk " " | 2 @ 5'-0" |
| Length of Spans | 12'-0" |
| Length of Bridge Deck on ℄ of Roadway | 19'-0" |
| Deck Covering | Gravel |
| Type of Foundation | Concrete |
| Contractor | C. Fiske Campbell |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | U. S. Casualty Company |
| Official Starting Date | 10/21/40 |
| Work Started | Nov. 27, 1940 |
| Working days specified or | 65 |
| Percent of Completion by 12/31/40 | 70 |
| Engineer's Estimate of Cost | |
| Contract Price | $4,923.75 |
| Adjusted Contract Price | $4,923.75 |
| Value of Work Done in 1940 | $3,446.63 |
| Value of Work to be done in 1941 | $1,477.12 |

Cumberland County
Orchard Street
Sta. 3+0

| | |
|---|---|
| County | Cumberland |
| Municipality | Landis |
| Local Name | Parvins Branch Bridge(Orchard St) |
| Type of Structure | Conc. Aubt. & Slab |
| Width of Roadway on Bridge | 30'-0" |
| Width of Sidewalk " " | 2 @ 5'-0" |
| Length of Spans | 17'-0" |
| Length of Bridge Deck on ℄ of Roadway | 23' -0" |
| Deck Covering | Gravel |
| Type of Foundation | Concrete |
| Contractor | Hill & Fox |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Glen Fall Indemnity Company |
| Official Starting Date | 4/27/40 |
| Work Started | May 16, 1940 |
| Working days specified or | 65 |
| Date of Completion or | 8-1-40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $6,542.50 |
| Contract Price | $4,713.95 |
| Adjusted Contract Price | $4,758.95 |
| Value of Work Done in 1940 | $4,758.95 |

Sayres Neck -Cedarville Rd.

Station 2+97
Cumberland County.

| | |
|---|---|
| County | Cumberland |
| Municipality | Lawrence Township |
| Local Name | Bowers Creek Bridge |
| Type of Structure | Conc. Abut. & Deck |
| Width of Roadway on Bridge | 30'-0" |
| Length of Spans | 30'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 34'-0" |
| Deck Covering | Gravel |
| Type of Foundation | Conc. on Timber Piles |
| Contractor | C. Fiske Campbell |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | U. S. Casualty Company |
| Official Starting Date | 3/9/40 |
| Work Started | 4/8/40 |
| Working days specified or | 65 |
| Date of Completion or | 7/8/40 |
| Percent of Completion by 12/31/40 | 100 |
| Engineer's Estimate of Cost | $7,069.30 |
| Contract Price | $5,412.80 |
| Adjusted Contract Price | $5,742.66 |
| Value of Work Done in 1940 | $5,742.66 |

Parsonage Branch Bridge

Sta. 2+62

Bridgeton-Deerfield Road.

| | |
|---|---|
| County | Cumberland |
| Municipality | Upper Deerfield Township |
| Local Name | Parsonage Branch Bridge |
| Type of Structure | Conc. Box Culvert |
| Width of Roadway on Bridge | 30'-0" |
| Width of Sidewalk " " | 2 @ 5'-0" |
| Length of Spans | 12'-0" |
| Type of Foundation | Conc. & Timber Piles |
| Contractor | Hill & Fox |
| Inspector in Charge of Work | P. McCullough |
| Bonding Company | Glen Falls Indemnity Company |
| Official Starting Date | 7/12/40 |
| Work Started | August 19, 1940 |
| Working days specified or | 65 |
| Date of Completion or | 11/28/40 |
| Percent of Completion by 12/31/40 | 100% |
| Contract Price | $4,005.95 |
| Adjusted Contract Price | $3,997.76 |
| Value of Work Done in 1940 | $3,997.76 |

REMARKS:

State's share $3,997.66

Bottlewood Ave. Sta. 2+55

| | |
|---|---|
| County | Camden |
| Municipality | Oakland-Collingwood |
| Project | New Deck & Balustrade |
| Local Name | Bridge #4 -B-9 |
| Federal Aid Project No. | WPA C-210 |
| Type of Structure | Existing Stone Abuts & I Beams |
| Width of Roadway on Bridge | 31'-0" |
| Width of Sidewalk " " | 2 @ 9'-0" |
| Length of Spans | 20'-0" |
| Length of Bridge Deck on ℄ of Roadway | 44'-0" |
| Deck Covering | Concrete |
| Contract Price | $1,919.49 |

REMARKS: STATE'S SHARE - $900.53

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LEXINGTON AVE.
STA. 34+30

| | |
|---|---|
| County | Camden |
| Municipality | Delaware Township |
| Project | Bridge Widening |
| Local Name | Bridge #3C-23 |
| Federal Aid Project No. | WPA C-210 |
| Type of Structure | Conc.Abut & Slab |
| Width of Roadway on Bridge | 2 @ 27'-0" 6'-0" Island |
| Width of Sidewalk " " | 2 @ 10'-0" graded |
| Length of Spans | 14'-0" clear |
| Length of Bridge Deck on ℄ of Roadway | 20'-0" + |
| Deck Covering | Gravel |
| Type of Foundation | Timber & Timber Piles |
| Contract Price | $6,647.61 |

REMARKS: STATE'S SHARE $3,117.40

---

GARFIELD AVE.
STA. 4+01

| | |
|---|---|
| County | Camden |
| Municipality | Delaware Township |
| Project | Bridge Widening |
| Local Name | Bridge #8E 36 |
| Federal Aid Project No. | County WPA-3 W.P.A. C-210 |
| Type of Structure | Conc.Abut.& Pier I Beams |
| Width of Roadway on Bridge | 34'-0" |
| Width of Sidewalk " " | 2 @ 8'-2'2" |
| Length of Spans | 48'-0"+ clear |
| Length of Bridge Deck on ℄ of Roadway | 54'-0" |
| Deck Covering | Concrete |
| Type of Foundation | Conc. on timber Piles |
| Work Started | Oct.18,1939 |
| Date of Completion | July 3,1940 |
| Contract Price | $2,917.73 |

REMARKS: STATE'S SHARE $1,368.04

# STATEWIDE HIGHWAY PLANNING SURVEY

## REPORT FOR 1940

The New Jersey State Highway Department entered into an agreement on April 19, 1938, to conduct a highway planning survey in cooperation with the United States Bureau of Public Roads, now the United States Public Roads Administration of the Federal Works Agency.

The purpose of the survey is to gather and tabulate factual information on a comprehensive scale that will present a complete picture of the highway situation in the State. For this purpose the survey has been divided into three major divisions: Road Inventory, Financial Survey and Traffic Survey.

Office space was taken in June, 1938, at 17 William Street, Newark, for the conduct of the survey. An agreement was entered into between the State Highway Department and the Work Projects Administration for the latter to furnish all clerical and other personnel such as traffic enumerators and recorders to work under the supervision and direction of state employees. The state employees engaged on the survey during the past two and one-half years have averaged about forty (40) men: the W.P.A. personnel has varied between twenty-five (25) and four hundred (400).

## ROAD INVENTORY

Every mile of public used rural road in the State has been surveyed by engineering parties who have recorded the length, width, type and condition of all road surfaces; curvature, sight distances, and excessive grades on all state and main county roads; the description and condition of all bridges and culverts of five feet and over in span; a description of all railroad grade crossings as to physical aspect and possible hazards; also cultural features, such as dwellings and farm units, schools, churches, public buildings, business establishments, factories, mines, airports and all other origins of traffic. In addition all local road mileages in urban localities have been compiled from records, where obtainable, or from actual survey. The major part of the field work of the inventory was done during the years 1938 and 1939.

During 1940 this information has been tabulated, coded and punched on cards for compilation and analysis and the preparation of tables from which are easily obtainable all information secured in the field.

County base maps are being drawn on a scale of four inches to one mile. In their preparation, use is being made of all accurate information procurable, such as the triangulation stations and monuments of the U.S. Coast and Geodetic Survey, traverses of all state highways and main county roads and aeroplane photographs for obtaining locations of streams and minor roads. These maps will show accurately all roads, streams, railroads, municipal boundaries, state and county parks, all government properties, such as forts, arsenals and air stations, and all cultural items secured in the field inventory.

During the year 1940 an average of fifteen draftsmen were engaged in mapping and the maps of six counties were completed. All the others have reached varying degrees of completion.

## FINANCIAL SURVEY

The Financial Survey was undertaken to determine the present relation of street and highway finances to those of all other governmental agencies in the State. Several specific studies were made to furnish the information required.

The Fiscal Study comprised an analysis of the financial reports for a sample year of the state, county, towns and other governmental units, districts and commissions. The fiscal year used in this survey was the calendar year 1938 except in the case of the State and the school districts whose fiscal year is from July 1, 1938 to June 30, 1939. This information was secured mainly from audits and records in the office of the Department of Local Governments.

During the year 1940 this study was largely completed and tables prepared showing the findings in detail. This analysis determined the source of all revenues and classified expenditures into four classes; namely, highways and streets, public welfare, education and general government.

The Road Life Study has two primary objects; first, the determination of the probable average service life and rates of retirement for each type of surfacing in order that the future necessary reconstruction can be forecast; second, the determination of the annual roadway cost for the several types of surfaces.

This study started in January, 1938 and during the years 1939 and 1940 practically all State Highway Department contracts were assembled by dates of construction, type and width of pavement, and costs of different items of construction, in order to obtain the investment in the State Highway system and for future determination of the probable life of different surface types. Straight line diagrams were prepared for about seventy-five per cent (75%) of the state system showing all construction by stages. The data was obtained from State Highway Department records and plans.

The Motor Vehicle Allocation Study will reveal the distribution of vehicle ownership and hence the revenue derived from registration fees and gas tax in the several governmental units and population groups. For determining this a twenty-five percent (25%) sample of all passenger cars, commercial vehicles and motor cycles, and a hundred percent (100%) sample of taxicabs and busses was taken from the 1939 registrations filed in the office of the Motor Vehicle Commission. This work was started November 4, 1940, and practically completed before the end of the year and compilation of the results started.

The Road Use Study is designed to discover the proportional use of each of the highway systems of the State to disclose the source or origin of such highway use with respect to the several governmental units and to reveal upon what highway system the residents of such governmental units perform their travel.

For obtaining data for this study instructors visited one hundred forty-five (145) high schools in the state, explaining to approximately one hundred thousand (100,000) students the method of completing, with their parent's help, the questionnaires regarding the motor vehicle owners travel and driving habits for the preceding twelve months. This work was done by a crew of fourteen men between February and May, 1940, and over sixty thousand (60,000) usable questionnaires were returned. Work has been started on the classification and extension of these questionnaires, the data obtained being used both in this and Motor Vehicle Allocation Study.

## TRAFFIC SURVEY

The Traffic Density Study is being made in order to determine the relative importance of roads as shown by a twenty-four (24) hour annual average of traffic, to determine the composition of traffic by type of vehicle and license, and to be able to compute the vehicle miles of various types of traffic on the several highway systems of the State. In order to secure the data required approximately seven thousand (7,000) counting stations were established throughout the State. Of these three hundred seventy-eight (378) were key stations, one hundred ninety-seven (197) of which were located on state highways

at intersections with other roads, and the remainder on roads of other systems which appeared to be key points in obtaining a picture of traffic in that locality. These Key Stations were counted eighteen (18) times during the year, the counts being distributed seasonally. Six hundred seventy (670) Blanket Count Stations were counted four (4) times a year distributed seasonally on week days. Of these three hundred fifty-eight (358) were located on state highways between key stations. Between five thousand (5000) and six thousand (6000) single eight hour count stations were established, thus giving a count at practically every alternate road intersection throughout the state. All counts were divided as to state license (New Jersey, New York, Pennsylvania, and all other foreign) and type of vehicle. An average of from one hundred fifty (150) to two hundred (200) W.P.A. recorders under the direction of state employees were engaged in this study.

The Loadometer Study was made of commercial traffic to determine weights, dimensions, tire sizes, axle spacing, capacities and commodities, carried by different types of vehicles. Thirty-six (36) weighing stations located at key stations were established operating on the same schedule as the key stations, and operated by three parties of three state and three W.P.A. men each. Information was obtained on approximately thirty thousand (30,000) trucks.

Both phases of the Traffic Survey were begun in February, 1940 to extend over a period of one year. During the year the compilation of the field counts was started in the office using W.P.A. clerical personnel.

Much information has been furnished during the past year to the War Department and other governmental agencies engaged in the preparation of a defense program, on roads, bridges and traffic within a twenty-mile radius of all forts, arsenals and air stations. This information was all compiled from the results obtained by the Statewide Highway Planning Survey.

# NEW JERSEY STATE HIGHWAY DEPARTMENT
## PROJECTS DIVISION
## ANNUAL REPORT
## 1 9 4 0

GIC-100M—1239



KER/GC

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

March 5, 1941

COPY FOR

Mr. James Logan
State Highway Engineer

Submitted herewith is the Annual Report of the Projects Division for the calendar year 1940.

I have included a sheet showing the 1940 apportionment of the Motor Vehicle Aid Fund to the counties and for comparison have also included a sheet showing this information in connection with the 1941 funds. There is also included in this report, sheets showing the County Appropriations for Roads and Bridges and Bonds and Interest for same for the years 1939 and 1940.

Aside from the standard construction practice, the most outstanding work done during the year was the construction of an experimental section of Soil Stabilization with Tar on the Read-Dey Road in West Windsor Township, Mercer County. There is a detailed report of this work, with photographs, as the latter part of two copies of this report.

There are some sections of Southern New Jersey where good gravel is very scarce and it is hoped that the type of road referred to will enable us to construct roads in such sections without the necessity of providing good gravel, and to construct such a road at reasonable cost.

The increase of Township & Borough Aid Maintenance funds from ten to twenty-five thousand dollars for the municipalities in each county will help greatly in the maintenance of the ever-growing mileage of Township & Borough Aid roads constructed with State Aid, to which such funds are applicable.

Respectfully submitted,

E E Reed

Supervisor of State Aid Projects

STATE UNIVERSITY DEPARTMENT
STATE UNIVERSITY, MISSISSIPPI

March 8, 1941

Mr. Thomas Logan
State Highway Engineer

Enclosed herewith is the Annual Report of the Highway Patrol for the calendar year 1940.

I have included a chart showing the total appropriations of the Highway Patrol in the original and two additional appropriations made by the Legislature. I think it would be a good idea to have a copy of this chart framed and hung in the office of the Highway Patrol.

Please let me know if I can be of further assistance to you.

Superintendent of State Highway Patrol

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

Projects Division
Annual Report - 1940

F.E.Harris/GC

MEMORANDUM TO MR. REED: February 13,1941

I am submitting herewith yearly report showing the status of Motor Vehicle Aid and Township & Borough Aid for the year ending December 31st, 1940.

MOTOR VEHICLE AID

For the year 1940 the State Highway Commissioner approved awards of contract and force account work for the construction of 6.35 miles of surface pavement, a total amount of $98,377.83; for construction of bridges, a total amount of $107,259.89; for construction of gravel surface, a total amount of $6,745.45 and for drainage to county roads, a total amount of $8,313.20, making a grand total for work not involving W.P.A. funds of $220,696.37. Of this amount $94,629.84 represents work done or proposed to be done by force account on six (6) projects.

In addition to the above, other contracts and force account work in conjunction with the W.P.A. were approved for an amount of $274,434.01.

For the year there was a total of twenty-eight (28) projects approved, nine (9) on which W.P.A. funds were allotted.

TOWNSHIP & BOROUGH AID (Construction Fund)

During 1940 work was completed on 250 miles of municipal roads at a final construction cost of $1,664,191.92, the State's share of which was $1,425,366.26 or approximately 86%.

Regarding the above figures attention is called to a certain amount of construction funds which recently has been applied to surface treatment work only on gravel roads previously constructed with Township & Borough Aid funds or straight municipal W.P.A. work. These funds have been used for this purpose due to there not being sufficient Twp. & Boro Aid Maintenance funds to follow up gravel road construction with the application of surface treatment, which is most desirable after the gravel surface has been down for approximately one year. The total miles of surface treatment work only is 53.10, which is included in the completed mileage given above. The total cost of this surface treatment work was $49,839.83 of which the State's share was $42,010.26. Also included in the total mileage is 1.58 miles of grading and drainage work at a total cost of $17,812.94 of which the State's share amounted to $15,789.89. Out of the 250 miles shown as completed, 195.32 miles involved surface construction.

The total amount of Township & Borough aid funds paid by the State during the year 1940 was $1,475,151.29. Of this amount $46,562.13 or approximately 3.15% was paid as the State's share of engineering and $3,222.90 was paid for the acquiring of rights of way.

Of the total of 396 projects involved for 1940, 124 were in conjunction with the W.P.A., 84 of which were completed and 40 uncompleted as of December 31st.

During the year there was completed about 74% of the projects on which work was started.

During 1940 there was completed 291 Twp.& Boro Aid projects, 105 uncompleted and 112 projects on which funds have been allotted for their construction at a total estimated cost of $776,761.97, of which the estimated State's share is $698,185.19.

The following tabulation shows a comparison by types of mileages completed in 1940 and 1939:

| Type | 1940 Mileage | | | | | 1939 Mileage | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Twps. | Boros | Towns | Vils. | Cities | Twps. | Boros | Towns | Vils. | Cities |
| Gravel | 77.21 | 13.32 | - | - | - | 101.81 | 15.84 | - | - | - |
| Gravel, Bit.Su.Tr. | 27.99 | 9.28 | - | - | .15 | 30.55 | 11.40 | - | - | - |
| Bit.Surf.Treat. | 25.38 | 19.78 | 6.03 | - | 1.91 | 29.56 | 19.23 | 3.68 | - | 4.00 |
| Bit.Penet.Macadam | 9.92 | 6.91 | 1.23 | - | - | 13.36 | 7.06 | .42 | - | - |
| Type A or T | 6.45 | 5.28 | 1.27 | - | - | 11.74 | 8.19 | - | - | - |
| Bituminous Concr. | 1.19 | 5.11 | .47 | - | 8.64 | 2.53 | 5.98 | .30 | .30 | 7.82 |
| Reinforced Concr. | 1.57 | 1.62 | .66 | - | - | 1.39 | .60 | 1.91 | - | - |
| Gravel,Cal.Chloride | 10.41 | - | - | - | - | 11.01 | - | - | - | - |
| Storm Sewer | .42 | .39 | - | - | .36 | - | 1.23 | .83 | - | - |
| Grading &Drainage | - | .41 | - | - | - | - | - | - | - | - |
| Tar Soil Stab. | 1.12 | - | - | - | - | - | - | - | - | - |
| Gravel, Lig.Bind. | 5.52 | - | - | - | - | - | - | - | - | - |
| Sheet Asphalt | - | - | - | - | - | .26 | - | 1.46 | .12 | - |
| Slag, B.S.T. | - | - | - | - | - | .97 | - | - | - | - |
| B.S.T.& Storm Sewer | - | - | - | - | - | - | - | - | - | 2.22 |
| Bit.Mac.& " " | - | - | - | - | - | .68 | - | .22 | - | - |
| Gravel & " " | - | - | - | - | - | - | .91 | - | - | - |
| Soil Cement,B.S.T. | - | - | - | - | - | 1.23 | - | - | - | - |
| Gran.Block&R.Conc. | - | - | - | - | - | .65 | - | - | - | - |
| Totals .. | 167.18 | 62.10 | 9.66 | - | 11.06 | 205.74 | 70.44 | 8.82 | .42 | 14.04 |

(DIRT ROAD FUND)

Title 27 Chapter 15 of the Revised Statutes provides that $50,000 of the $125,000 of Twp.& Boro Aid funds available in each county may be used by the Boards of Freeholders for the maintenance and repair of unimproved municipal roads. All of the counties except two have requested these funds for 1941. As a part of this report there is a sheet entitled "Township & Borough Aid Applications Submitted for 1941 Funds", which sheet contains a column showing the requests for 1941 Dirt Road Funds. The total amount requested is $925,000, which is the same amount that was requested and paid to the counties from the 1940 funds.

TOWNSHIP & BOROUGH AID MAINTENANCE

Under the Township & Boro Aid Maintenance Act there was submitted to the State Highway Commissioner for 1940 funds, schedules totalling an estimated cost of $264,179.61, of which the State's share was $239,429.01. There has been available each year under this Act $210,000. The amount obligated of the 1940 funds was $197,830.00, the balance was from previous years unused funds. There is a sheet contained in this report showing by counties the total amount of schedules submitted, State's share approved from 1940 funds, State's share approved from previous years funds and the total State's share obligated.

The total amount of schedules as approved or $264,179.61 was for maintenance of an estimated mileage of 500 miles, representing an average cost of approximately $528. per mile.

By an Act of the Legislature in 1940, the Township & Borough Aid Maintenance fund has been increased to a total of $525,000, making available in each county beginning with 1941 an amount of $25,000. This increase in funds will now enable the various municipalities to more adequately maintain roads constructed with Twp.& Boro Aid funds.

The following tabulation shows the mileage of municipal roads that has been completed with Township & Borough Aid funds since the year 1921, no estimate of mileage

being available for the years prior to 1921.

| Year | Mileage | Year | Mileage | Year | Mileage | Year | Mileage |
|---|---|---|---|---|---|---|---|
| 1921 | 149.702 | 1926 | 170.000 | 1931 | 269.900 | 1936 | 188.250 |
| 1922 | 197.000 | 1927 | 114.480 | 1932 | 167.860 | 1937 | 252.850 |
| 1923 | 85.380 | 1928 | 133.100 | 1933 | 192.490 | 1938 | 246.100 |
| 1924 | 99.220 | 1929 | 190.840 | 1934 | 216.770 | 1939 | 240.930 |
| 1925 | 167.687 | 1930 | 251.830 | 1935 | 172.110 | 1940 | 195.320 |

Grand Total 3,701.819

Respectfully submitted,

J. E. Harris

Projects Engineer

NEW JERSEY STATE HIGHWAY DEPARTMENT
Projects Division

1940 Apportionment

October 3, 1939

# 1940
# APPORTIONMENT OF MOTOR VEHICLE AID FUND TO COUNTIES
## New Jersey Population by Counties-1930 Census
## County Areas - - - 1930 Revision

| County | 1940 County Road Mileage | % of Total Mileage | Population 1930 | % of Total Population | County Area in Square Miles | % of Total Area | Average % of County Road Mileage, Area, & Population | Apportionment of $6,000,000.00 | Apportionment of $735,000.00 | TOTAL $6,000,000.00 735,000.00 6,735,000.00 |
|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic | 319.520 | 5.398 | 124,823 | 3.089 | 610.310 | 7.421 | 5.303 | 318,180.00 | 35,000.00 | 353,180.00 |
| Bergen | 470.282 | 7.944 | 364,977 | 9.031 | 246.170 | 2.993 | 6.656 | 399,360.00 | 35,000.00 | 434,360.00 |
| Burlington | 463.540 | 7.830 | 93,541 | 2.315 | 827.120 | 10.057 | 6.734 | 404,040.00 | 35,000.00 | 439,040.00 |
| Camden | 253.040 | 4.275 | 252,312 | 6.243 | 226.335 | 2.752 | 4.423 | 265,380.00 | 35,000.00 | 300,380.00 |
| Cape May | 169.620 | 2.865 | 29,486 | 0.730 | 450.910 | 5.483 | 3.026 | 181,560.00 | 35,000.00 | 216,560.00 |
| Cumberland | 503,900 | 8.512 | 69,895 | 1.730 | 674.330 | 8.199 | 6.147 | 368,820.00 | 35,000.00 | 403,820.00 |
| Essex | 176.110 | 2.975 | 833,513 | 20.624 | 129.720 | 1.577 | 8.392 | 503,520.00 | 35,000.00 | 538,520.00 |
| Gloucester | 354.000 | 5.980 | 70,802 | 1.752 | 340.625 | 4.142 | 3.958 | 237,480.00 | 35,000.00 | 272,480.00 |
| Hudson | 58.892 | 0.995 | 690,730 | 17.091 | 60.480 | 0.735 | 6.274 | 376,440.00 | 35,000.00 | 411,440.00 |
| Hunterdon | 189.720 | 3.205 | 34,728 | 0.859 | 439.120 | 5.339 | 3.135 | 188,100.00 | 35,000.00 | 223,100.00 |
| Mercer | 166.382 | 2.811 | 187,143 | 4.631 | 227.900 | 2.771 | 3.405 | 204,300.00 | 35,000.00 | 239,300.00 |
| Middlesex | 287.177 | 4.851 | 212,208 | 5.251 | 324.440 | 3.945 | 4.682 | 280,920.00 | 35,000.00 | 315,920.00 |
| Monmouth | 331.610 | 5.602 | 147,209 | 3.643 | 534.040 | 6.493 | 5.246 | 314,760.00 | 35,000.00 | 349,760.00 |
| Morris | 261.740 | 4.421 | 110,445 | 2.733 | 480.190 | 5.839 | 4.331 | 259,860.00 | 35,000.00 | 294,860.00 |
| Ocean | 479.850 | 8.106 | 33,069 | 0.818 | 754.810 | 9.178 | 6.034 | 362,040.00 | 35,000.00 | 397,040.00 |
| Passaic | 231.110 | 3.904 | 302,129 | 7.476 | 198.650 | 2.415 | 4.598 | 275,880.00 | 35,000.00 | 310,880.00 |
| Salem | 338.834 | 5.724 | 36,834 | 0.911 | 389.370 | 4.734 | 3.789 | 227,340.00 | 35,000.00 | 262,340.00 |
| Somerset | 201.800 | 3.409 | 65,132 | 1.612 | 305.020 | 3.709 | 2.910 | 174,600.00 | 35,000.00 | 209,600.00 |
| Sussex | 289.840 | 4.896 | 27,830 | 0.689 | 535.310 | 6.509 | 4.031 | 241,860.00 | 35,000.00 | 276,860.00 |
| Union | 141.204 | 2.385 | 305,209 | 7.552 | 104.940 | 1.276 | 3.738 | 224,280.00 | 35,000.00 | 259,280.00 |
| Warren | 231.554 | 3.912 | 49,319 | 1.220 | 364.650 | 4.433 | 3.188 | 191,280.00 | 35,000.00 | 226,280.00 |
| TOTALS | 5919.725 | 100.000 | 4,041,334 | 100.000 | 8,224.440 | 100.000 | 100.000 | $6,000,000.00 | $ 735,000.00 | $6,735,000.00 |

1941

NEW JERSEY STATE HIGHWAY DEPARTMENT
Projects Division

## APPORTIONMENT OF MOTOR VEHICLE AID FUND TO COUNTIES

New Jersey Population by Counties-1940 Census

County Areas - - - 1930 Revision

1941 Apportionment

December 5, 1940

| County | 1941 County Road Mileage | % of Total Mileage | Population 1940 | % of Total Population | County Area in Square Miles | % of Total Area | Average % of County Road Mileage, Area, & Population | Apportionment of $6,000,000.00 | Apportionment of $ 735,000.00 | TOTAL $6,000,000.00 735,000.00 6,735,000.00 |
|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic | 332.680 | 5.443 | 124,066 | 2.982 | 610.310 | 7.421 | 5.282 | 316,920.00 | 35,000.00 | 351,920.00 |
| Bergen | 472.561 | 7.732 | 409,646 | 9.847 | 246.170 | 2.992 | 6.857 | 411,420.00 | 35,000.00 | 446,420.00 |
| Burlington | 463.540 | 7.584 | 97,013 | 2.332 | 827.120 | 10.057 | 6.658 | 399,480.00 | 35,000.00 | 434,480.00 |
| Camden | 274.250 | 4.487 | 255,727 | 6.147 | 226.335 | 2.752 | 4.462 | 267,720.00 | 35,000.00 | 302,720.00 |
| Cape May | 171.240 | 2.802 | 28,919 | 0.695 | 450.910 | 5.483 | 2.994 | 179,640.00 | 35,000.00 | 214,640.00 |
| Cumberland | 543.900 | 8.899 | 73,184 | 1.759 | 674.330 | 8.199 | 6.286 | 377,160.00 | 35,000.00 | 412,160.00 |
| Essex | 176.430 | 2.887 | 837,340 | 20.128 | 129.720 | 1.577 | 8.197 | 491,820.00 | 35,000.00 | 526,820.00 |
| Gloucester | 380.120 | 6.219 | 72,219 | 1.736 | 340.625 | 4.142 | 4.032 | 241,920.00 | 35,000.00 | 276,920.00 |
| Hudson | 59.142 | 0.968 | 652,040 | 15,674 | 60.480 | 0.735 | 5.792 | 347,520.00 | 35,000.00 | 382,520.00 |
| Hunterdon | 193.020 | 3.158 | 36,766 | 0.884 | 439.120 | 5.339 | 3.127 | 187,620.00 | 35,000.00 | 222,620.00 |
| Mercer | 171.132 | 2.800 | 197.318 | 4.743 | 227.900 | 2.771 | 3.438 | 206,280.00 | 35,000.00 | 241,280.00 |
| Middlesex | 299.222 | 4.895 | 217,077 | 5.218 | 324.440 | 3.945 | 4.686 | 281,160.00 | 35,000.00 | 316,160.00 |
| Monmouth | 332.250 | 5.436 | 161,238 | 3.876 | 534.040 | 6.493 | 5.268 | 316,080.00 | 35,000.00 | 351,080.00 |
| Morris | 266.630 | 4.362 | 125,732 | 3.022 | 480.190 | 5.839 | 4.408 | 264,480.00 | 35,000.00 | 299,480.00 |
| Ocean | 516.680 | 8.453 | 37,706 | 0.906 | 754.810 | 9.178 | 6.179 | 370,740.00 | 35,000.00 | 405,740.00 |
| Passaic | 231.110 | 3.781 | 309,353 | 7.436 | 198.650 | 2.415 | 4.544 | 272,640.00 | 35,00.00 | 307,640.00 |
| Salem | 338.591 | 5.540 | 42,274 | 1.016 | 389.370 | 4.734 | 3.763 | 225,780.00 | 35,000.00 | 260,780.00 |
| Somerset | 202.190 | 3.308 | 74,390 | 1.788 | 305.020 | 3.709 | 2.935 | 176,100.00 | 35,000.00 | 211,100.00 |
| Sussex | 291.850 | 4.776 | 29,632 | 0.712 | 535.310 | 6.509 | 3.999 | 239,940.00 | 35,000.00 | 274,940.00 |
| Union | 143.985 | 2.356 | 328,344 | 7.893 | 104.940 | 1.276 | 3.842 | 230,520.00 | 35,000.00 | 265,520.00 |
| Warren | 251.460 | 4.114 | 50,181 | 1.206 | 364,650 | 4.433 | 3.251 | 195,060.00 | 35,000.00 | 230,060.00 |
| TOTALS | 6111.983 | 100.000 | 4,160,165 | 100.000 | 8,224.440 | 100.000 | 100.000 | 6,000,000.00 | 735,000.00 | 6,735,000.00 |

# NEW JERSEY

COUNTY APPROPRIATIONS - 1940
FOR ROADS AND BRIDGES AND BONDS AND INTEREST FOR SAME
(NOT INCLUDING STATE FUNDS)
(PER QUESTIONNAIRE)

| COUNTY | MAINTENANCE & REPAIRS Roads | MAINTENANCE & REPAIRS Bridges | CONSTRUCTION OR RECONSTRUCTION Roads | CONSTRUCTION OR RECONSTRUCTION Bridges | W.P.A. Roads | W.P.A. Bridges | BONDS & INTEREST Roads | BONDS & INTEREST Bridges | TOTAL (not incl. Bonds & Interest) | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| ATLANTIC | -0- | -0- | -0- | -0- | 25,000.00 | -0- | 120,057.50 | 87,605.00 | 25,000.00 | 232,662.50 |
| BERGEN | 266,200.00 | 69,160.00 | 80,586.45 | 138,663.55 | (A) | (A) | B-532,640.00 | (B) | 554,610.00 | 1,087,250.00 |
| BURLINGTON | 45,000.00 | 25,000.00 | 37,000.00 | -0- | -0- | 11,803.73 | -0- | -0- | 118,803.73 | 118,803.73 |
| CAMDEN | 62,275.96 | 17,076.27 | -0- | -0- | 25,148.12 | 12,325.88 | 47,743.52 | -0- | 116,826.23 | 164,569.75 |
| CAPE MAY | 2,071.88 | 24,320.33 | 124,235.46 | -0- | -0- | -0- | B-146,895.00 | (B) | 150,627.67 | 297,522.67 |
| CUMBERLAND | 39,391.79 | -0- | -0- | -0- | -0- | -0- | -0- | -0- | 39,391.79 | 39,391.79 |
| ESSEX | 114,116.52 | 54,371.63 | 171,394.26 | 62,955.84 | -0- | -0- | 413,638.08 | 65,370.89 | 402,838.25 | 881,847.22 |
| GLOUCESTER | 12,872.55 | 6,864.12 | -0- | 7,073.04 | -0- | -0- | 10,646.25 | -0- | 26,809.71 | 37,455.96 |
| HUDSON | 1,210,953.18 | 79,621.24 | -0- | -0- | -0- | -0- | B-397,037.81 | -0- | 1,290,574.42 | 1,687,612.23 |
| HUNTERDON | C - 4,994.83 | -0- | 7,972.32 | -0- | -0- | -0- | 69,979.50 | -0- | 12,967.15 | 82,946.65 |
| MERCER | -0- | 39,000.00 | 109,503.60 | 76,667.42 | -0- | -0- | 385,314.00 | 130,880.00 | 225,171.02 | 741,365.02 |
| MIDDLESEX | 71,500.00 | 32,000.00 | 182,000.00 | 50,000.00 | 20,000.00 | -0- | 282,105.01 | 78,277.51 | 355,500.00 | 715,882.52 |
| MONMOUTH | 118,146.43 | 115,904.50 | 60,000.00 | 854,000.00 | 51,132.90 | -0- | 357,178.75 | 91,606.25 | 1,199,183.83 | 1,647,968.83 |
| MORRIS | 130,444.44 | 12,000.00 | -0- | -0- | -0- | -0- | 34,615.00 | -0- | 142,444.44 | 177,059.44 |
| OCEAN | 40,463.99 | 31,546.50 | -0- | -0- | -0- | -0- | -0- | -0- | 72,010.49 | 72,010.49 |
| PASSAIC | 100,000.00 | 45,741.00 | -0- | -0- | 43,000.00 | 20,000.00 | B-680,181.25 | -0- | 208,741.00 | 888,922.25 |
| SALEM | 17,623.00 | 15,000.00 | -0- | -0- | -0- | -0- | -0- | 22,429.87 | 32,623.00 | 55,052.87 |
| SOMERSET | 35,000.00 | 30,000.00 | -0- | -0- | -0- | -0- | B-105,000.00 | -0- | 65,000.00 | 170,000.00 |
| SUSSEX | 22,542.54 | -0- | 10,354.03 | -0- | -0- | -0- | -0- | -0- | 32,896.57 | 32,896.57 |
| UNION | 102,367.01 | 12,742.06 | 5,215.48 | 9,617.29 | -0- | -0- | B-540,103.55 | -0- | 129,941.84 | 670,045.39 |
| WARREN | -0- | -0- | 1,241.46 | -0- | -0- | -0- | -0- | -0- | 1,241.46 | 1,241.46 |
| TOTALS | 2,395,964.12 | 610,347.65 | 789,503.06 | 1,198,977.14 | 164,281.02 | 44,129.61 | B- 4,123,135.22 | 476,169.52 | 5,203,202.60 | 9,802,507.34 |

(A) - WPA expenditures included in Maintenance and Construction Accounts. Per letter from Mr. Thier dated 1/9/41.
(B) - Bridge Bonds combined with Road Bonds.
(C) - Road Equipment and Highway Lighting Payments.

Projects Division
Feb. 11, 1941

# NEW JERSEY

COUNTY APPROPRIATIONS - 1939
FOR ROADS AND BRIDGES AND BONDS AND INTEREST FOR SAME
(NOT INCLUDING STATE FUNDS)
(PER QUESTIONNAIRE)

| COUNTY | MAINTENANCE & REPAIRS | | CONSTRUCTION OR RECONSTRUCTION | | W.P.A. | | BONDS & INTEREST | | TOTAL (not incl Bonds & Interest) | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | Roads | Bridges | Roads | Bridges | Roads | Bridges | Roads | Bridges | | |
| ATLANTIC | -0- | -0- | -0- | -0- | 50,545.88 | 1,002.07 | 140,381.50 | 89,835.00 | 51,547.95 | 281,764.45 |
| BERGEN | 100,871.21 | -0- | 76,828.52 | 55,938.40 | 89,891.90 | -0- | 397,350.00 | 397,350.00 | 323,530.03 | 1,118,230.03 |
| BURLINGTON | 7,129.50-A | -0- | -0- | -0- | -0- | 9,916.39 | -0- | -0- | 17,045.89 | 17,045.89 |
| CAMDEN | 70,481.32 | 19,750.00 | 15,207.46-B | 5,385.97-B | -0- | -0- | 49,974.60 | 11,500.00 | 110,824.75 | 172,299.35 |
| CAPE MAY | 24,800.00-D | 12,950.00 | 38,000.00 | 78,000.00 | -0- | -0- | 133,342.50-C | -0- | 153,750.00 | 287,092.50 |
| CUMBERLAND | 52,417.60-E | -0- | -0- | -0- | -0- | -0- | -0- | -0- | 52,417.60 | 52,417.60 |
| ESSEX | 63,201.59 | 21,524.49 | 238,895.15 | 77,350.76 | 27,365.77 | -0- | 346,902.59 | 85,608.49 | 428,337.76 | 860,848.84 |
| GLOUCESTER | 7,297.16 | 18,495.30 | -0- | 3,802.95 | -0- | -0- | 12,881.25 | -0- | 29,685.41 | 42,566.66 |
| HUDSON | -0- | 583,100.00-F | -0- | -0- | -0- | -0- | 1,017,743.42-C | -0- | 583,100.00 | 1,600,843.42 |
| HUNTERDON | 6,965.62-D | -0- | 4,030.52 | -0- | 1,718.90 | -0- | 32,706.07 | -0- | 12,715.04 | 45,421.11 |
| MERCER | -0- | 39,000.00 | 79,238.55 | 78,445.69 | 2,821.62 | -0- | 409,563.75 | 160,125.50 | 199,505.86 | 769,195.11 |
| MIDDLESEX | 40,000.00 | 32,000.00 | 143,500.00 | 53,200.00 | 20,000.00 | -0- | 284,300.00 | 62,872.00 | 288,700.00 | 635,872.00 |
| MONMOUTH | 159,284.53 | 65,176.36 | 120,500.00 | -0- | -0- | -0- | 350,211.25 | 94,101.25 | 344,960.89 | 789,273.39 |
| MORRIS | 112,905.19 | 10,000.00 | -0- | -0- | -0- | -0- | 50,085.00-C | -0- | 122,905.19 | 172,990.19 |
| OCEAN | 60,258.77 | 28,716.16 | 60,000.00 | 68,310.01 | -0- | -0- | -0- | -0- | 217,284.94 | 217,284.94 |
| PASSAIC | 100,000.00 | 46,616.39 | -0- | -0- | 63,656.58 | 1,343.42 | 587,936.25-C | -0- | 211,616.39 | 799,552.64 |
| SALEM | -0- | -0- | 4,786.44 | 21,897.36 | -0- | -0- | -0- | -0- | 26,683.80 | 26,683.30 |
| SOMERSET | 58,000.00 | 30,000.00 | -0- | -0- | -0- | -0- | 105,000.00 | -0- | 88,000.00 | 193,000.00 |
| SUSSEX | 14,885.61 | 6,923.35 | 7,825.86 | -0- | -0- | -0- | 49,307.50 | -0- | 29,634.82 | 78,942.32 |
| UNION | 108,613.77 | 19,205.68 | 125,970.66 | 29,869.87 | -0- | -0- | 443,804.91 | -0- | 283,659.98 | 727,464.89 |
| WARREN | 6,740.21 | -0- | -0- | -0- | -0- | -0- | -0- | -0- | 6,740.21 | 6,740.21 |
| TOTALS | 993,852.08 | 933,457.73 | 914,783.16 | 472,291.01 | 256,000.65 | 12,261.88 | 4,411,490.59 | 901,392.24 | 3,582,646.51 | 8,895,529.34 |

Emergency note for $28,294.45 for Maintenance of Roads not included. Was issued late in 1939 and Principal & Interest to be paid from MVA Funds-1940

(A) Emergency note for $28,294.45 for Maintenance of Roads not included. Was issued late in 1939 and Principal & Interest to be paid from MVA Funds-1940

(B) Include WPA Work
(C) Road and Bridge Bonds lumped
(D) Includes Road Lighting and Road Equipment
(E) Maintenance and Construction lumped
(F) Road and Bridge Maintenance lumped

MOTOR VEHICLE AID

PLANS APPROVED, CONTRACTS AWARDED OR PRICE AGREEMENTS APPROVED JANUARY 1st, 1940 to DECEMBER 31st, 1940

| Name of Road or Bridge | Type Surface | Type Found. | Length | Method of Construction | State's Allotment | (1)Contract Amt. (2)Final Cost (3)Estimated Cost | W.P.A.Cost Only |
|---|---|---|---|---|---|---|---|
| **BURLINGTON COUNTY** | | | | | | | |
| Florence Sta.-Stevens Sta. (portion of Front St.) | Bit.Conc. "A" | Macadam | .76 Mi. | Force Acct. | $ 20,878.12 | $ 27,581.80 (3) | |
| County Wide | Drainage,Shld.Work,etc. | | 136.50 " | " "WPA | 65,208.21 | 65,208.21 (3) | $ 298,736.96 |
| **CAMDEN COUNTY** | | | | | | | |
| River Road | Reinf.Conc. | | .31 Mi. | Contract-WPA | 2,098.40 | 11,346.93 (2) | 3,016.52 |
| Various Roads, County Wide | Gravel & Drainage | | 45.66 " | Force Acct.WPA | 12,924.00 | 131,143.00 (3) | 127,039.32 |
| **CAPE MAY COUNTY** | | | | | | | |
| Madison Avenue | Bit.Conc. | Gravel | .65 Mi. | Contract | 10,595.82 | 15,861.19 (2) | |
| **CUMBERLAND COUNTY** | | | | | | | |
| Buckshutem Rd. Sec.#2 | Gravel | | 1.33 Mi. | Contract | 1,708.55 | 2,945.45 (2) | |
| Harrow Run Bridge on Cake Rd. | Concrete Culvert | Pile | | " | 1,902.94 | 3,435.30 (3) | |
| Parsonage Branch Bridge on Bridgeton-Deerfield Rd. | " " | " | | " | 3,997.66 | 3,997.76 (2) | |
| Parvins Branch Bridge on Orchard Road | Concrete Slab | | | " | 4,758.80 | 4,758.95 (2) | |
| Parvins Branch Bridge on South East Blvd. | Concrete | | | " | 2,000.00 | 3,844.00 (1) | |
| Parvins Branch Bridge on East Avenue | " | | | " | 5,000.00 | 4,923.75 (1) | |
| Parvins Branch Bridge on South West Blvd. | Concrete Culvert | | | " | 3,548.00 | 3,338.00 (1) | |
| Parvins Branch Culvert on Walnut Road | " " | | | " | 3,483.69 | 3,483.69 (2) | |
| **ESSEX COUNTY** | | | | | | | |
| County Wide | Drainage, etc. | | 46.30 Mi. | F.Acct.-WPA | 11,000.00 | 11,347.70 (2) | 11,730.98 |
| **HUDSON COUNTY** | | | | | | | |
| Paterson Plank Road | Reinf. Conc. | Concrete | | F.Acct.-WPA | 10,000.00 | 10,000.00 (3) | 4,043.90 |
| **MERCER COUNTY** | | | | | | | |
| County Wide | Drainage, etc. | | 47.83 Mi. | F.Acct.-WPA | 4,500.00 | 4,500.00 (3) | 41,227.66 |
| **MORRIS COUNTY** | | | | | | | |
| South Street | Bit.Conc. "A" | Macadam | 1.24 Mi. | Force Acct. | 20,229.05 | 38,401.00 (3) | |
| Whippany Bridge (McEwans) | Concrete | Steel & Conc. | | Contract | 17,933.08 | 18,955.36 (1) | |

Motor Vehicle Aid (continued sheet #2)

| Name of Road or Bridge | Type Surface | Type Found. | Length | Method of Construction | State's Allotment | (1)Contract Amt. (2)Final Cost (3)Estimated Cost | W.P.A.Cost Only |
|---|---|---|---|---|---|---|---|
| | | | OCEAN COUNTY | | | | |
| Dover Road Sec.#5 | Gravel | | 1.89 Mi. | Force Acct. | $ 3,800.00 | $ 3,800.00 (3) | |
| | | | PASSAIC COUNTY | | | | |
| Bridges #1&2 on Oakland-Ringwood Skyway | | | | F.Acct.-WPA | 4,000.00 | 14,286.17 (3) | |
| Jackson Ave. Bridge | Steel I Beam | | 50'Span | Contract | 23,295.42 | 25,000.00 (3) | |
| | | | SALEM COUNTY | | | | |
| Red Bridge #714 & Approaches | Rein.Conc.&Gravel | | .27 Mi. | Contract | 8,228.82 | 10,457.04 (2) | |
| | | | SOMERSET COUNTY | | | | |
| Burnt Mills Bridge #138 over North Branch River | Concrete I Beam | | | Contract | 25,066.04 | 25,066.04 (2) | |
| Crescent Ave. Storm Sewer(14S-1) | Storm Sewer | | .44 Mi. | Force Acct. | 6,000.00 | 8,313.20 (3) | |
| | | | SUSSEX COUNTY | | | | |
| Hamburg-New York State Line Rd.#20 | Macadam(Mixed in place) | | 3.20 Mi. | Force Acct. | 20,210.00 | 12,874.34 (2) | |
| Ross' Corner-Hamburg Rd.(#44) | " " " " | | .50 " | " " | 3,659.50 | 3,659.50 (3) | |
| | | | WARREN COUNTY | | | | |
| Various Roads, County Wide | Gravel & Drainage | | 12.97 Mi. | ForceAcct.WPA | 8,711.00 | 9,911.00 (3) | $ 26,441.01 |
| Harmony Station-Brainards Rd. | " " " etc. | | 2.69 " | F.Acct.-WPA | 17,891.00 | 16,691.00 (3) | 133,071.34 |
| | | GRAND TOTALS | 302.54 | | $ 322,628.10 | $495,130.38 | $ 645,307.69 |

## COUNTY W.P.A. EQUALIZING PROJECTS 1940 (No State Aid Funds)

(All work done or being done by Force Account)

| Name of Road or Bridge | Type Surface | Length | Width | Sponsor Funds | Federal Funds | Total Funds | Status of Work |
|---|---|---|---|---|---|---|---|
| | | ATLANTIC COUNTY | | | | | |
| Various Roads, County Wide | Grading, Widening & Drainage | 81.10 Mi. | Various | $52,893.00 | $ 241,114.00 | $ 294,007.00 | Under Const. |
| | | CAMDEN COUNTY | | | | | |
| Various Bridges, County Wide | Painting & Footwalks | | Various | 3,415.00 | 12,204.00 | 15,619.00 | Completed |
| | | GLOUCESTER COUNTY | | | | | |
| Various Roads, County Wide | Drainage & Stream Clearance | | | 5,261.00 | 352,354.00 | 357,615.00 | Under Const. |
| | | HUDSON COUNTY | | | | | |
| Various Roads, County Wide | General Improvements | 23.99 Mi. | 23to40' | 141,658.00 | 847,217.00 | 988,875.00 | Under Const. |
| | | MERCER COUNTY | | | | | |
| Various Roads, County Wide #1 | Footwalks & Drainage | 34.00 Mi. | | 122,786.00 | 350,384.00 | 473,170.00 | Under Const. |
| Various Streams, County Wide #2 | Stream Clearance | 25.90 " | | 29,310.00 | 497,881.00 | 527,191.00 | " " |
| Various Bridges, County Wide | Widening | | | 27,187.00 | 27,010.00 | 54,197.00 | Not Started |
| | | MIDDLESEX COUNTY | | | | | |
| Various Bridges, County Wide | | | | 15,903.00 | 33,713.00 | 49,616.00 | Under Const. |
| | | MONMOUTH COUNTY | | | | | |
| Various Roads, County Wide | Gravel, B.S.T. & Drainage | 130.79 Mi. | Various | 151,465.00 | 1,405,975.00 | 1,557,440.00 | Under Const. |
| | | PASSAIC COUNTY | | | | | |
| Lincoln Ave. Storm Drain | Storm Sewer | .36 Mi. | | 6,289.00 | 12,272.00 | 18,561.00 | Not Started |
| Long Hill Road Drain | " " | .30 " | | 3,246.00 | 7,304.00 | 10,550.00 | Completed |
| Stonetown Rd. & Schofield Rd. | Grading | 1.70 " | 28' | 1,299.00 | 16,817.00 | 18,116.00 | Under Const. |
| | GRAND TOTALS | 298.14 | | $ 560,712.00 | $3,804,245.00 | $ 4,364,957.00 | |

MUNICIPAL W.P.A. EQUALIZING PROJECTS - 1940 (No State Aid Funds)
(All work done or being done by Force Account)

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Sponsor Funds | Federal Funds | Total Funds | Status of Work |
|---|---|---|---|---|---|---|---|---|
| | | **ATLANTIC COUNTY** | | | | | | |
| Hammonton Town | Boyer Ave.,8th St.,Columbia Rd. & Lakeview Ave. | Gravel | 5.07 Mi. | 20' | $8,844.00 | $92,516.00 | $101,360.00 | Under Const. |
| | | **BERGEN COUNTY** | | | | | | |
| Cliffside Park Bo. | Columbia,Lawton,Grant Av.etc. | Sidewalk&Curb | 4.58 Mi. | | 13,943.00 | 78,250.00 | 92,193.00 | Under Const. |
| Fair Lawn Boro | Floral Ave.,11th St.,Hopper Ave. & Edwards Sts. | Drainage | .50 " | | 5,404.00 | 20,186.00 | 25,590.00 | " " |
| Franklin Lakes Bo. | Summit Av.,Woodside Av.McCoy Rd. | Gutters & Gd.Rail | 2.19 " | | 991.00 | 24,785.00 | 25,776.00 | " " |
| Glen Rock Boro | Lincoln Av.,Rock Rd.,Ferguson Place, etc. | Drainage | .85 " | | 14,937.00 | 31,531.00 | 46,468.00 | Not Started |
| Midland Park Boro | Highwood Ave.,Dairy St., Madison Ave.& Hillside Ave. | Bit.Pen.Mac. | .92 " | 20' | 14,971.00 | 82,029.00 | 97,000.00 | Under Const. |
| Oakland Boro | Spring,Hillside Ave.,etc. | Gravel,BST | 2.21 " | 18' | 12,982.00 | 56,510.00 | 69,492.00 | " " |
| " " | West Oakland Ave. | " " | 1.13 " | 20' | 12,670.00 | 44,697.00 | 57,367.00 | Not Started |
| Park Ridge Boro | Mill Rd.,Mill Lane,Orchard Rd. & Maple Ave. | Gravel | .65 " | 20' | 2,860.00 | 25,548.00 | 28,408.00 | " " |
| Waldwick Boro | East Prospect Ave. | Bit.Pen.Mac. | .23 " | 20' | 3,811.00 | 7,798.00 | 11,609.00 | " " |
| | | **BURLINGTON COUNTY** | | | | | | |
| Springfield Twp. | Jobstown-Wrightstown,Wooding,etc. | Gravel | 5.45 Mi. | 33' | 9,995.00 | 62,317.00 | 72,312.00 | Under Const. |
| Tabernacle Twp. | Sandyridge Rd. | Gravel | 3.25 " | 20' | 6,401.00 | 42,258.00 | 48,659.00 | " " |
| | | **CAMDEN COUNTY** | | | | | | |
| Clementon Boro | Timber Creek Rd. | Stream Clear. | 1.12 Mi. | | 2,949.00 | 19,198.00 | 22,147.00 | Under Const. |
| Gibbsboro Boro | Necholsons, Slab Cabin, Silver Lake, Lucas Canal | " " | 3.88 " | | 682.00 | 13,386.00 | 14,068.00 | " " |
| | | **CAPE MAY COUNTY** | | | | | | |
| Ocean City | 18th,Chelsea Place,12th St.etc. | B.S.T.& Repairs | 7.60 Mi. | 20' | 57,096.00 | 103,257.00 | 160,353.00 | Under Const. |
| | | **CUMBERLAND COUNTY** | | | | | | |
| Downe Twp. | School House Ditch,Coon Trap Ditch, etc. | Stream Clearance | 8.83 Mi. | | 1,375.00 | 37,335.00 | 38,710.00 | Under Const. |
| Landis Twp. | Northeast Storm Sewer | " "& Drain. | 14.32 " | | 32,364.00 | 338,446.00 | 370,810.00 | Not Started |
| " " | New Pear,Virginia,Sawyer,etc. | Drainage | 2.24 " | | 7,570.00 | 107,878.00 | 115,448.00 | Under Const. |
| Maurice River Tp. | Whitney Point Rd.Sec.#2 | Shoulders & Drainage | 2.00 " | 34' | 1,035.00 | 20,113.00 | 21,148.00 | " " |

MUNICIPAL W.P.A. EQUALIZING PROJECTS - 1940 (Continued sheet #2)

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Sponsor Funds | Federal Funds | Total Funds | Status of |
|---|---|---|---|---|---|---|---|---|
| | | GLOUCESTER COUNTY | | | | | | |
| Franklin Twp. | Little Mill Road | Gravel | 2.10 Mi. | 20' | $ 8,154.00 | $46,383.00 | $ 54,537.00 | Not Starte |
| Monroe Twp. | Broadlane,Morgan,Old Sicklerville, & Radx Roads | Gravel | 5.55 " | 20' | 15,058.00 | 61,376.00 | 76,434.00 | Under Cons |
| " " | Coles Mill Road | " | 3.00 " | 20' | 5,989.00 | 29,560.00 | 35,549.00 | " " |
| Paulsboro Boro | 5th,Lincoln,4th, Mantua Sts. | Drainage | .70 " | | 21,989.00 | 118,998.00 | 140,987.00 | " " |
| Pitman Boro | Pitman Rd.,Elm Ave.,Alycon Blvd.etc. | Gravel | 11.95 " | 30' | 6,318.00 | 64,025.00 | 70,343.00 | " " |
| | | HUNTERDON COUNTY | | | | | | |
| Delaware Twp. | Sergeantsville-Locktown Rd. | Bit.Pen.Mac. | 3.30 Mi. | 16' | 18,599.00 | 49,213.00 | 67,812.00 | Under Cons |
| Franklin Twp. | Pittstown-Baptistown Rd. | " " " | 1.29 " | 18' | 1,418.00 | 14,252.00 | 15,670.00 | " " |
| | | MIDDLESEX COUNTY | | | | | | |
| Metuchen Boro | Johns St. | Grading | .21 Mi. | 60' | 2,252.00 | 15,811.00 | 18,063.00 | Not Starte |
| | | MONMOUTH COUNTY | | | | | | |
| Millstone Twp. | Uklei Lake Rd.,Manalapan-Smithburg,etc. | Grading | 4.30 Mi. | 30' | 7,662.00 | 46,531.00 | 54,193.00 | Under Cons |
| Raritan Twp. | Florence,Central,7th,9th,11th &Neuman St. | " | 1.54 | 35 & 45' | 1,908.00 | 48,439.00 | 50,347.00 | " " |
| | | PASSAIC COUNTY | | | | | | |
| West Milford Twp. | LaRue Rd. | Gravel | 1.49 Mi. | 20' | 6,708.00 | 35,241.00 | 41,949.00 | Under Cons |
| | | SOMERSET COUNTY | | | | | | |
| No.Plainfield Boro | N.Jackson, Hurley,Sanford,Norwood, Manning, etc. | Storm Sewers | .69 Mi. | | 2,933.00 | 10,586.00 | 13,519.00 | Under Cons |
| " " " | Wilson,Harrison & Jefferson Aves. | Drainage | .75 " | | 4,174.00 | 20,254.00 | 24,428.00 | " " |
| | GRAND TOTALS | | 103.94 | | $314,042.00 | $1,768,707.00 | $2,082,749.00 | |

| | | |

## TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | State's Share of Engr. | *Final Cost of Const. without W.P.A. Funds | Total Cost Without W.P.A. Funds |
|---|---|---|---|---|---|---|---|---|
| | | **ATLANTIC COUNTY** | | | | | | |
| Brigantine City | Bay Shore Ave. Sec.#3 | Bit.Conc. | .34 | Contract | $ 4,748.50 | 91.80 | $ 5,276.11 | $ 5,378.11 |
| Buena Vista Twp. | Grove Rd.,Landis &Main Aves. | Bit.Surf.Tr. | 2.92 | " | 2,033.15 | - | 2,259.06 | 2,259.06 |
| Egg Harbor Twp. | Frankfort Court & Various Sts. | Drainage | - | Force Acct. | 881.70 | - | 979.67 | 979.67 |
| Hammonton Town | Passmore Ave.& Various Sts. | Bit.Surf.Tr. | 6.03 | Contract | 6,752.52 | - | 7,502.80 | 7,502.80 |
| Longport Boro | Atlantic Avenue | Bit.Conc. | .25 | " | 3,532.37 | 67.50 | 3,924.86 | 3,999.86 |
| Margate City | Monmouth,Haverford&Granv'le | " " | .52 | " | 7,416.90 | 140.40 | 8,419.22 | 8,575.22 |
| Northfield City | Northfield,Fifield&Wabash | " " | .49 | " | 7,050.78 | 133.65 | 7,834.20 | 7,982.70 |
| Pleasantville City | Leeds Ave. & Doughty Rd. | " " | 1.07 | FA-WPA | 7,993.89 | - | 8,882.10 | 8,882.10 |
| Port Republic City | Mill St.Sec.2,Riverside Dr., Clarks Lag.Rd.,Pomona Ave. | Bit.Surf.Tr. | 1.91 | Contract | 2,418.49 | - | 2,687.21 | 2,687.21 |
| Somers Point City | New Jersey Avenue | Bit.Conc. | .27 | " | 3,951.09 | 48.91 | 4,390.10 | 4,470.50 |
| Ventnor City | Monmouth Avenue | " " | .48 | " | 6,973.83 | 129.60 | 8,136.48 | 8,280.48 |
| | | Totals | 14.28 | | $ 53,753.22 | $ 611.86 | $ 60,291.81 | $ 60,997.71 |
| | | **BERGEN COUNTY** | | | | | | |
| Cresskill Boro | Madison Avenue | Bit.Pen.Mac. | .35 | C-WPA | 4,121.72 | 315.90 | 4,579.69 | 4,930.69 |
| " " | Railroad Ave.Sec.4 | " " " | .25 | " | 2,931.83 | 227.70 | 3,257.59 | 3,510.59 |
| Dumont Boro | Prospect Ave. Sec.2 | " " " | .29 | Contract | 5,285.07 | 261.00 | 5,872.30 | 6,162.30 |
| Fair Lawn Boro | Midland Avenue | " " " | .29 | FA-WPA | 3,793.80 | - | 4,215.33 | 4,215.33 |
| " " " | Radburn Road Ext. | " " " | .30 | " | 3,474.44 | 125.56 | 3,860.49 | 4,158.49 |
| Fort Lee Boro | Whiteman Street | " " " | .19 | Contract | 2,170.93 | 167.40 | 2,412.14 | 2,598.14 |
| Haworth Boro | Madison Ave. Sec.3 | Bit.Conc. | .19 | " | 7,395.21 | 171.90 | 8,216.90 | 8,407.90 |
| Hohokus Boro | Lloyd Road | Bit.Pen.Mac. | .26 | C-WPA | 1,925.95 | 192.59 | 2,139.94 | 2,353.93 |
| Hohokus Twp. | Ridge Road | Gravel,BST | 2.23 | FA-WPA | 1,412.04 | 1,350.00 | 1,568.93 | 3,068.93 |
| Norwood Boro | Hudson Ave.Sec.1(Paving) | Bit.Pen.Mac. | .21 | C-WPA | 2,349.14 | 189.00 | 2,610.16 | 2,820.16 |
| " " | " " " 2 ( " ) | " " " | .13 | " | 1,173.54 | 115.20 | 1,303.93 | 1,431.93 |
| Paramus Boro | Century Road Grading | Grading | .41 | FA-WPA | 902.57 | - | 1,002.85 | 1,002.85 |
| " " | " Paving | Bit.Pen.Mac. | .41 | Contract | 3,043.98 | 304.40 | 3,382.20 | 3,720.42 |
| Park Ridge Boro | Mill Lane & Mill Rd. | " " " | .43 | FA-WPA | 4,674.49 | 387.00 | 5,193.88 | 5,623.88 |
| Ramsey Boro | Shadyside Road | " " " | .61 | " | 3,900.00 | - | 4,715.14 | 5,186.65 |
| Ridgefield Boro | Oritan Ave. | Reinf.Conc. | .09 | C-WPA | 5,189.93 | 89.73 | 6,321.53 | 6,421.23 |
| So.Hackensack Twp. | Chestnut Avenue | Bit.Pen.Mac. | .47 | FA-WPA | 3,666.78 | - | 4,074.20 | 4,074.20 |
| Tenafly Boro | Engle Street Sec.2 | " " " | .25 | C-WPA | 2,290.64 | 183.25 | 2,545.16 | 2,748.77 |
| " " | " " " 3 | " " " | .34 | " | 2,801.83 | 198.17 | 3,112.03 | 3,360.99 |
| | | Totals | 7.70 | | $ 62,503.89 | $4,278.80 | $ 70,384.39 | $ 75,797.38 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #2)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | State's Share of Engr. | Final Cost of Const.without W.P.A.Funds | Total Cost Without W.P.A.Funds |
|---|---|---|---|---|---|---|---|---|
| | | | BURLINGTON COUNTY | | | | | |
| Bass River Twp. | Leektown Road | Gravel | 1.80 | FA-WPA | $ 2,541.13 | $ 293.40 | $ 2,823.48 | $ 3,239.48 |
| " " " | " " | Bit.Surf.Tr. | 1.62 | Force Acct. | 584.47 | - | 861.60 | 861.60 |
| Chesterfield Twp. | Front Street | Bit.Pen.Mac. | .20 | C-WPA | 2,662.88 | 180.00 | 3,352.96 | 3,552.96 |
| Cinnaminson Twp. | Church Road | Gravel,Ca.Ch. | 1.21 | " | 4,312.79 | 435.24 | 4,791.99 | 5,275.59 |
| Delanco Twp. | 3rd,Cedar,Ash,Poplar Sts. | Gravel,BST | 1.16 | " | 3,574.26 | 417.60 | 4,237.43 | 4,701.43 |
| Evesham Twp. | Taunton Lakes Rd. Sec.2 | Gravel,Lig.Bi. | 1.86 | " | 4,342.10 | 669.24 | 4,824.55 | 5,568.15 |
| Hainesport Twp. | New York,Rancocas,Spruce, Albert,Cottage,Penna.Ave. | Gravel | 1.20 | " | 2,600.00 | - | 3,520.20 | 4,000.20 |
| Lumberton Twp. | Fostertown-Colemantown Rd. | Gravel,Ca.Ch. | 1.74 | " | 6,983.67 | 628.20 | 7,759.63 | 8,457.63 |
| Mansfield Twp. | Mansfield-Georgetown Sec.1 | Gravel | 2.37 | " | 4,499.22 | 853.20 | 4,999.13 | 5,947.13 |
| " " | Railroad Ave. & Mill Lane | Bit.Pen.Mac. | .27 | FA-WPA | 2,521.73 | 243.00 | 2,801.92 | 3,071.92 |
| No.Hanover Twp. | Meany Road | Gravel | 1.83 | C-WPA | 4,539.84 | 659.88 | 5,044.27 | 5,777.47 |
| Pemberton Twp. | Hanover Blvd. | " Lig.Bi. | 1.22 | FA-WPA | 1,499.54 | 100.46 | 1,666.16 | 2,306.16 |
| " " | Magnolia-New Lisbon Rd. | " " " | 2.44 | " | 4,813.33 | 786.67 | 5,348.14 | 6,324.14 |
| Riverside Twp. | New Jersey & Cleveland Aves. | Gravel,BST | .89 | Contract | 3,321.56 | 278.44 | 4,398.78 | 4,767.84 |
| Shamong Twp. | Pipers Corner Rd. | Gravel | 1.22 | " | 6,361.54 | 636.16 | 7,068.38 | 7,775.22 |
| Springfield Twp. | Columbus-Jobstown & Juliustown-Lewistown Rds. | Gravel | 2.41 | FA-WPA | 7,000.00 | - | 8,216.95 | 8,216.95 |
| Washington Twp. | Johnson Road | " | .77 | C-WPA | 2,521.04 | 78.96 | 2,801.16 | 3,109.16 |
| Westampton Twp. | New Road | Gravel,Ca.Ch. | .90 | Force Acct. | 5,261.03 | 526.10 | 5,845.59 | 6,430.14 |
| Woodland Twp. | Tabernacle-Chatsworth Sec.2 | Gravel,BST | 2.87 | FA-WPA | 4,960.71. | 539.29 | 5,511.90 | 6,659.50 |
| | | Totals | 27.98 | | $ 74,900.84 | $7,325.84 | $ 85,874.22 | $ 96,042.67 |
| | | | CAMDEN COUNTY | | | | | |
| Clementon Boro | Garfield & E.Atlantic Secs.2 | Bit.Pen.Mac. | .81 | C-WPA | 16,461.14 | 727.20 | 19,301.05 | 20,109.05 |
| Haddon Twp. | Cuthbert Blvd. | Reinf.Conc. | .34 | " | 11,880.99 | 306.00 | 13,721.78 | 14,061.78 |
| Haddonfield Boro | Haddon Avenue | Bit.Conc. | .34 | Contract | 9,304.83 | 133.11 | 10,338.70 | 10,486.60 |
| Hi-Nella Boro | Navajo,Nokomis & Apache Rds. | Bit.Surf.Tr. | .33 | Force Acct. | 450.00 | - | 500.00 | 500.00 |
| Laurel Spgs.Boro | East Atlantic Ave.St.Sewer | Storm Sewer | .19 | FA-WPA | 2,004.53 | 90.00 | 2,227.26 | 2,327.26 |
| Merchantville Bo. | Maple Ave. Sec.2 | Reinf.Conc. | .31 | Contract | 22,523.44 | 279.00 | 25,592.85 | 25,902.85 |
| Pennsauken Twp. | Chestnut Ave.Sec.2 & 47th St. | Reinf.Conc. | .28 | C-WPA | 10,578.78 | 250.20 | 11,869.30 | 12,147.30 |
| Woodlynne Boro | Front Street | Type T | .11 | FA-WPA | 781.54 | - | 868.38 | 868.38 |
| | | Totals | 2.71 | | $ 73,985.25 | $1,785.51 | $ 84,419.32 | $ 86,403.22 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #3)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | Engr. | Final Cost of Const. without W.P.A. Funds | Total Cost Without W.P.A. Funds |
|---|---|---|---|---|---|---|---|---|
| | | CAPE MAY COUNTY | | | | | | |
| Cape May City | Benton, McCullum, Swan, etc. | Bit. Conc. | 1.09 | Contract | $ 14,000.00 | - | $ 15,719.34 | $ 16,019.34 |
| Cape May Point Bo. | Pavilion Circle & Intersections | Gravel | .25 | FA-WPA | 1,041.53 | - | 1,157.25 | 1,157.25 |
| Lower Twp. | Cornell St., Coral Rd., Evergreen & Beech Aves. | Gravel | 1.27 | FA-WPA | 866.93 | - | 963.25 | 963.25 |
| Middle Twp. | Second Avenue | " | .08 | Force Acct. | 250.29 | - | 278.10 | 278.10 |
| No. Wildwood City | 5th, 16th, 17th, 19th, 20th, etc. | Bit. Conc. | 1.12 | Contract | 14,635.07 | 301.05 | 16,261.19 | 16,595.69 |
| Ocean City | Atlantic Blvd., Stenton Pl. etc. | " " | 1.35 | " | 18,257.18 | - | 20,285.76 | 20,285.76 |
| Sea Isle City | 42nd, 43rd, 46th Sts. | " " | .35 | " | 4,500.00 | - | 5,335.04 | 5,335.04 |
| Wildwood City | Atlantic, Pacific, Susquehanna, etc. | " " | 1.39 | " | 16,000.00 | - | 27,485.14 | 27,785.14 |
| " " | Beach, Cedar, Rio Grande, Young Aves. | St. Sewer | .36 | FA-WPA | 2,646.04 | - | 3,208.66 | 3,208.66 |
| Wildwood Crest Bo. | Pacific Ave., West Lane | Bit. Conc. | .87 | Contract | 6,083.89 | - | 17,775.63 | 18,036.03 |
| | | Totals | 8.13 | | $ 78,280.93 | 301.05 | $108,469.36 | $109,664.26 |
| | | CUMBERLAND COUNTY | | | | | | |
| Commercial Twp. | Italy Rd. Ext. Sec. 2 | Gravel | .20 | Force Acct. | 1,173.06 | - | 1,303.40 | 1,303.40 |
| " " | " " " " 3 | " | .25 | " " | 1,494.30 | - | 1,661.95 | 1,661.95 |
| " " | Robbinstown Road | " | .44 | " " | 1,505.70 | - | 1,673.00 | 1,673.00 |
| " " | Shropshire Rd. Sec. 1 | " | .50 | " " | 1,790.46 | - | 1,989.40 | 1,989.40 |
| Deerfield Twp. | Rodgers Road Sec. 1 | " | .50 | " " | 3,000.00 | - | 3,335.20 | 3,335.20 |
| " " | " " " 2 | " | .40 | " " | 2,400.00 | - | 2,670.25 | 2,670.25 |
| Fairfield Twp. | Lummistown Road | " | 1.38 | " " | 4,497.98 | - | 4,997.76 | 4,997.76 |
| " " | " " Sec. 2 | " | .35 | " " | 899.28 | - | 999.20 | 999.20 |
| " " | Mary Elmer Rd. | " | 1.55 | " " | 4,947.08 | - | 5,496.75 | 5,496.75 |
| Greenwich Twp. | Strathems Neck Rd. | " | .70 | " " | 3,141.94 | - | 3,491.05 | 3,491.05 |
| Hopewell Twp. | Beal Mill-Seeley Rd. Sec. 2 | " | 1.30 | " " | 4,410.00 | - | 4,938.70 | 4,938.70 |
| " " | Tony Atkinson Road | " | .60 | " " | 2,123.77 | - | 2,359.74 | 2,359.74 |
| Landis Twp. | E. Walnut Sec. 2 & West Park Av. | Bit. Conc. | .84 | Contract | 11,900.36 | - | 13,412.76 | 13,412.76 |
| Lawrence Twp. | Lummistown-Center Grove Sec. 1 | Gravel | .70 | Force Acct. | 2,467.21 | - | 2,741.35 | 2,741.35 |
| " " | " " " " 2 | " | 1.30 | " " | 3,596.09 | - | 3,995.66 | 3,995.66 |
| Maurice River Twp. | Garrison Road | " | .25 | " " | 1,350.00 | - | 1,500.00 | 1,500.00 |
| " " " | Hesstown Road Sec. 3 | " | 1.40 | " " | 3,999.92 | - | 4,444.36 | 4,444.36 |
| " " " | McDonald Ave. Sec. 1 | " | 1.00 | " " | 3,199.57 | - | 3,555.08 | 3,555.08 |
| Stow Creek Twp. | Roadstown-Town Hall Rd. | " | .90 | " " | 2,697.71 | - | 2,997.45 | 2,997.45 |
| Upper Deerfield Tp. | Husted Station Rd. | " | 1.28 | " " | 3,150.00 | - | 3,503.64 | 3,503.64 |
| " " " | Park Road Ext. | " | .40 | " " | 1,766.43 | - | 1,962.70 | 1,962.70 |
| Vineland Poro | Park Ave., N. East, S. East, etc. | Bit. Conc. | .97 | Contract | 6,879.18 | - | 9,144.73 | 9,144.73 |
| | | Totals | 17.21 | | $ 72,390.04 | - | $82,174.13 | $ 82,174.13 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #4)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | State's Share of Engr. | Final Cost of Const. without W.P.A. Funds | Total Cost Without W.P.A. Funds |
|---|---|---|---|---|---|---|---|---|
| | | | ESSEX COUNTY | | | | | |
| Essex Fells Boro | Argyll Rd.& Rensselaer Rd. | Type A | .17 | Contract | $ 6,154.95 | - | $ 6,838.83 | $ 6,838.83 |
| Irvington Town | Myrtle Avenue | Bit.Conc. | .47 | " | 6,313.49 | - | 7,020.55 | 7,020.55 |
| Nutley Town | SanAntonio Ave.,Harrison & Frank Sts. | Bit.Pen.Mac. | .42 | FA-WPA | 7,272.56 | - | 8,080.62 | 8,080.62 |
| West Caldwell Boro | Park Street, East | " " " | .05 | Force Acct. | 1,349.36 | - | 1,499.29 | 1,499.29 |
| | | Totals | 1.11 | | $ 21,095.36 | - | $ 23,439.29 | $ 23,439.29 |
| | | | GLOUCESTER COUNTY | | | | | |
| Clayton Boro | Centre Street | Bit.Conc. | .37 | Contract | 7,883.15 | 130.14 | 8,759.06 | 8,903.66 |
| Deptford Twp. | Bank Bridge Road Sec.#1 | Gravel | 1.10 | Force Acct. | 3,600.00 | - | 4,051.20 | 4,051.20 |
| " " | Bank Bridge Road Sec.#2 | " | .60 | " " | 1,900.00 | - | 2,126.30 | 2,126.30 |
| E.Greenwich Twp. | Harmony Road Sec.#1 | " | 1.15 | " " | 4,000.00 | - | 4,465.80 | 4,465.80 |
| " " " | " " " #2 | " | .75 | " " | 1,948.01 | - | 2,164.45 | 2,164.45 |
| Elk Twp. | Mullica Hill Road | " | .80 | " " | 2,499.75 | - | 2,777.50 | 2,777.50 |
| Franklin Twp. | Stanton Avenue | " | 1.30 | " " | 3,937.68 | - | 4,375.20 | 4,375.20 |
| Glassboro | Norway Ave. Deptford Rd.etc. | Bit.Surf.Tr. | 6.58 | " " | 3,780.00 | - | 4,352.39 | 4,352.39 |
| Greenwich Twp. | Forest,Orchard,Home&Market Av. | Gravel | .80 | " " | 4,496.15 | - | 4,995.72 | 4,995.72 |
| " " | Repauno Avenue | Bit.Conc. | .35 | Contract | 7,923.98 | 315.00 | 15,053.37 | 15,403.37 |
| Harrison Twp. | Break Neck Rd. | Gravel | .55 | Force Acct. | 1,999.71 | - | 2,221.90 | 2,221.90 |
| Logan Twp. | Pedricktown-Bridgeport Sec.2 | " | .60 | " " | 2,499.80 | - | 2,777.55 | 2,777.55 |
| " " | Floodgate Rd.,Pedricktown-Bridgeport Sec.2, etc. | Bit.Surf.Tr. | 2.60 | " " | 868.42 | - | 964.91 | 964.91 |
| " " | Springer St.,Stumph Rd. & Station Ave. | Gravel,BST | .85 | " " | 4,050.00 | - | 4,615.90 | 4,615.90 |
| Mantua Twp. | Break Neck Road Sec.1 | " " | 1.40 | " " | 5,000.00 | - | 5,596.55 | 5,596.55 |
| " " | " " " " 2 | " " | 1.00 | " " | 3,000.00 | - | 3,407.66 | 3,407.66 |
| " " | Carpenters Landing Rd. | " " | .70 | " " | 2,700.00 | - | 3,032.70 | 3,032.70 |
| " " | Heritage Road | " " | 1.20 | " " | 3,977.75 | - | 4,419.72 | 4,419.72 |
| Monroe Twp. | Broad Lane Rd.&Winslow Rd.Sec.2 | B.S.T. | 2.80 | " " | 1,512.00 | - | 1,735.43 | 1,735.43 |
| " " | Railroad Ave.,Academy,Maple, Oak,Bodine,Morgan,Malaga Av. | B.S.T. | 3.50 | " " | 1,890.00 | - | 2,229.36 | 2,229.36 |
| " " | Virginia,Shissler,Carroll, Garwood,Saybrook&Curtis Av. | Gravel,BST | 1.20 | " " | 4,400.00 | - | 4,926.22 | 4,926.22 |
| " " | Winslow Road Sec.#3 | Gravel | .35 | " " | 1,098.00 | - | 1,224.45 | 1,224.45 |
| National Park Boro | Asbury Avenue | Gravel,BST | .50 | " " | 2,498.25 | - | 2,775.83 | 2,775.83 |
| Newfield Boro | Rosemont,Hazel,Franklin, Maple, Conwell Aves. | Gravel,BST | 1.15 | " " | 3,000.00 | - | 3,372.40 | 3,372.40 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #5)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | Engr. | Final Cost of Const. without W.P.A. Funds | Total Cost without W.P.A. Funds |
|---|---|---|---|---|---|---|---|---|
| | | Gloucester County continued | | | | | | |
| Paulsboro Boro | Beacon, Nassau, Lincoln & Dupont | Gravel, BST | .85 | Force Acct. | $ 3,417.45 | - | $ 3,797.17 | $ 3,797.17 |
| " " | Riverview Ave. & Clonmell Rd. | Gravel | .60 | " " | 2,086.61 | - | 2,318.45 | 2,318.45 |
| Pitman Boro | West, South, Wesley Aves. | Bit. Conc. | .48 | Contract | 7,634.56 | 128.52 | 9,386.33 | 9,529.13 |
| So. Harrison Twp. | Richwood-Harrisonville Sec. 1 | Bit. Surf. Tr. | 1.20 | Force Acct. | 693.70 | - | 770.78 | 770.78 |
| Washington Twp. | East Holly Avenue | Gravel | 1.20 | " " | 4,000.00 | - | 4,473.03 | 4,473.03 |
| " " | Fish Pond Rd. | " | 2.19 | FA-WPA | 2,512.39 | 437.61 | 2,791.54 | 3,666.34 |
| Wenonah Boro | North West Ave., West Elm St., Buttonwood St. | Gravel, BST | .70 | Force Acct. | 3,500.00 | - | 3,888.88 | 3,888.88 |
| " " | So. East, So. Marion & So. West Av. | Gravel | .80 | " " | 3,901.02 | - | 4,334.47 | 4,334.47 |
| " " | " " " " " " " | " R.S.T. | .80 | " " | 459.55 | - | 510.61 | 510.61 |
| West Deptford Twp. | Jessup Road Sec. 3 | Gravel | .90 | " " | 3,999.65 | - | 4,444.05 | 4,444.05 |
| " " " | Milton Avenue | Gravel, BST | .20 | " " | 1,035.76 | - | 1,150.84 | 1,150.84 |
| Westville Boro | Church, Chestnut, Cleveland, Folsom, Woodbine, Spruce Sts. | Gravel | 1.18 | " " | 3,401.60 | - | 3,779.55 | 3,779.55 |
| Woodbury Hgts. Boro | Academy, Candidus, Asam, Beech, Linden Aves. | B.S.T. | .80 | " " | 386.44 | - | 429.38 | 429.38 |
| " " " | Wilson Ave. & Redwood Ave. | Gravel | .65 | " " | 2,100.00 | - | 2,342.60 | 2,342.60 |
| " " " | Woodland, E. & W. Chestnut, Clearview, Fairview, etc. | B.S.T. | 3.10 | " " | 1,003.64 | - | 1,115.16 | 1,115.16 |
| Woolwich Twp. | Harrisonville Station Sec. 1 | Gravel | 1.10 | " " | 3,869.73 | - | 4,299.70 | 4,299.70 |
| " " | Warrington Mill Rd. | " | 1.25 | " " | 4,499.64 | - | 4,999.60 | 4,999.60 |
| | | Totals | 50.20 | | $ 128,964.39 | $1,011.27 | $151,253.71 | $152,765.91 |
| | | HUDSON COUNTY | | | | | | |
| East Newark Boro | Sherman Avenue | Reinf. Conc. | .17 | C-WPA | 17,319.29 | 1,679.62 | 19,419.90 | 21,286.15 |
| Secaucus Town | Humboldt Street | " " | .12 | " | 9,330.80 | 933.08 | 10,401.60 | 11,438.36 |
| " " | Irving Street | " " | .13 | " | 9,161.83 | 916.18 | 10,179.81 | 11,197.79 |
| | | Totals | .42 | | $ 35,811.92 | $3,528.88 | $ 40,001.31 | $ 43,922.30 |
| | | HUNTERDON COUNTY | | | | | | |
| Alexandria Twp. | Pittstown-Bloomsbury Sec. 3 | Bit. Pen. Mac. | 1.01 | Force Acct. | 4,970.56 | 270.00 | 5,522.84 | 5,822.84 |
| Bloomsbury Boro | Church Street Ext. | " " " | .25 | " " | 1,000.00 | - | 1,111.11 | 1,111.11 |
| Delaware & Raritan Tps. | Ringoes-Croton Sec. 3 | " " " | .76 | Contract | 9,500.00 | - | 10,555.55 | 10,555.55 |
| Holland Twp. | Spg. Mills-Holland Ch. Sec. 4 | " " " | .96 | " | 15,270.00 | - | 18,588.97 | 20,241.40 |
| Tewksbury Twp. | Oldwick-Fairmount Sec. 7 | Type A | .89 | " | 15,429.51 | 444.55 | 17,143.90 | 18,028.90 |
| Union Twp. | Perryville-Mechlins Cor. | Bit. Pen. Mac. | .86 | Force Acct. | 4,356.10 | 143.90 | 4,840.11 | 5,098.71 |
| | | Totals | 4.73 | | $ 50,526.17 | $ 858.45 | $57,762.48 | $ 60,858.51 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #6)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | Engr. | Final Cost of Const. without W.P.A. Funds | Total Cost Without W.P.A. Funds |
|---|---|---|---|---|---|---|---|---|
| | | | MERCER COUNTY | | | | | |
| Ewing Twp. | Wilburtha Road | Bit.Pen.Mac. | .87 | FA-WPA | $18,000.00 | - | $ 21,568.58 | $ 22,438.58 |
| Hamilton Twp. | Yardville-Hamilton Sq.Sec.6 | " " " | .30 | C-WPA | 6,073.88 | - | 6,748.75 | 6,748.75 |
| Lawrence Twp. | Princeton Turnpike Sec.2 | " " " | .59 | FA-WPA | 8,693.04 | 306.96 | 9,658.93 | 10,245.93 |
| Pennington Boro | Brookside Av.&Academy St. | Type A | .20 | Contract | 6,705.19 | - | 8,666.62 | 8,862.62 |
| Princeton Boro | Morvin Pl.,Princeton,Jackson, Chestnut,Hodge Rd.,etc. | Bit.Conc. | 1.03 | C-WPA | 6,000.00 | - | 11,195.84 | 11,195.84 |
| Washington Twp. | Robbinsville-Sharon Sec.7 | Bit.Pen.Mac. | .18 | Contract | 6,494.80 | 162.00 | 7,216.44 | 7,396.44 |
| West Windsor Twp. | Reed-Dey Rd. | Tar Soil Stab. | 1.12 | Force Acct. | 2,157.40 | - | 2,757.40 | 2,757.40 |
| " " " | Varsity & Wilder Aves. | Bit.Pen.Mac. | .34 | Contract | 6,840.55 | 312.30 | 7,600.61 | 7,947.61 |
| | | Totals | 4.63 | | $ 60,964.86 | 781.26 | 75,413.17 | $ 77,593.17 |
| | | | MIDDLESEX COUNTY | | | | | |
| Carteret Boro | Hermann Ave.& Romanowski St. | Type T | .40 | C-WPA | 4,777.08 | 238.85 | 8,882.15 | 9,147.54 |
| Dunellen Boro | Prospect Ave. Sec.2 | Reinf.Conc. | .30 | " | 9,668.71 | 272.70 | 17,521.95 | 17,824.95 |
| Middlesex Boro | Mountain Ave. | Type T. | .23 | " | 5,514.60 | - | 6,127.33 | 6,127.33 |
| Piscataway Twp. | West Fourth St. | Type A. | .37 | Contract | 9,871.81 | 335.70 | 10,968.68 | 11,341.68 |
| Plainsboro Twp. | Scotts Cor.-Monmouth Jct.& Dey Rd. Sec.4 | Type A. | .64 | " | 11,338.74 | 579.60 | 12,598.60 | 13,242.60 |
| Sayreville Boro | Sandfield Rd.Sec.3&Curve | Reinf.Conc. | .31 | C-WPA | 10,551.69 | 270.00 | 12,011.65 | 12,311.65 |
| | | Totals | 2.25 | | $51,722.63 | 1,696.85 | $68,110.36 | $ 69,995.75 |
| | | | MONMOUTH COUNTY | | | | | |
| Atlantic Twp. | Jerseyville Road | Gravel | 1.56 | C-WPA | 2,600.00 | - | 3,251.40 | 3,874.60 |
| Avon-by-the-Sea Bo. | Lincoln,Norwood,Jefferson | Gravel,BST | 1.53 | FA-WPA | 2,000.00 | - | 2,870.25 | 3,099.75 |
| Bradley Beach Boro | Second,Third,Burlington, Monmouth, Atlantic,etc. | Gravel,BST | 1.62 | C-WPA | 4,000.00 | - | 7,627.60 | 8,259.60 |
| Brielle Boro | Rankin,Schoolhouse&Leslie Ave. | " " | .34 | Contract | 2,000.00 | - | 2,834.50 | 2,902.50 |
| " " | Schoolhouse Rd. Sec.2 | Type A | .20 | " | 2,307.27 | - | 3,613.24 | 3,613.24 |
| Eatontown Boro | Reynolds Drive | Gravel | .87 | FA-WPA | 2,517.17 | 313.20 | 2,796.86 | 3,144.86 |
| " " | " " | B.S.T. | .87 | Contract | 1,103.51 | 66.21 | 1,533.73 | 1,607.30 |
| Freehold Twp. | Wcmrock-W.Freehold Sec.2 | Gravel,BST | 1.10 | Force Acct. | 2,000.00 | - | 2,649.36 | 2,649.36 |
| Holmdel Twp. | Crawfords Corner Rd. | B.S.T. | 1.50 | " " | 900.00 | - | 1,024.28 | 1,024.28 |
| Howell Twp. | Aldrich Rd.,Georgia Tavern Sec.#2 & Hyson Rd. | B.S.T. | 2.50 | " " | 2,822.04 | 177.96 | 3,135.60 | 3,449.16 |
| Keyport Boro | Beers St.Pershing Pl., Howard St.,etc. | B.S.T. | 1.94 | " " | 2,294.26 | - | 2,549.18 | 2,549.18 |
| Manalapan Twp. | Englishtown-Clarks Mill Rd. | B.S.T. | 1.03 | " " | 1,548.39 | - | 1,720.43 | 1,720.43 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #7)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | Engr. | Final Cost of Const.without W.P.A.Funds | Total Cost Without W.P.A.Funds |
|---|---|---|---|---|---|---|---|---|
| | | Monmouth County continued | | | | | | |
| Manasquan Boro | Church,Ocean,Potter,Parker, 3rd, Brielle Sts. | Type A | 1.30 | Contract | $ 3,878.28 | - | $ 4,309.14 | $ 4,309.14 |
| Middletown Twp. | Hosford Avenue | Gravel,BST | .53 | FA-WPA | 1,964.60 | - | 2,906.25 | 3,024.12 |
| " " | Hudson&Thompson Av.(E.Keansb'g) | " " | 1.74 | " | 3,569.76 | 79.65 | 3,966.40 | 4,054.90 |
| " " | Mountain Hill Sec.2(Chapel Hill) | " Ca.Ch. | 1.35 | C-WPA | 4,026.12 | 231.72 | 4,473.46 | 4,730.93 |
| " " | Thompson Ave.(Leonardo) | Gravel,BST | .47 | " | 1,850.50 | 28.10 | 2,056.11 | 2,168.83 |
| Millstone Twp. | Holmeson-Clarksburg Sec.#2 | Gravel | .90 | " | 1,485.72 | 14.28 | 1,650.80 | 2,010.80 |
| Neptune City Boro | Hillside,Summit,3rd&5th Aves. | Gravel,BST | 1.38 | FA-WPA | 3,000.00 | - | 3,985.54 | 4,184.82 |
| Neptune Twp. | Schoolhouse Rd.,Gulley Rd., Bangs Ave.,etc. | Gravel,BST | 1.75 | FA-WPA | 5,709.03 | 290.97 | 6,343.37 | 7,043.37 |
| Ocean Twp. | Roseld Ave. & Allenhurst Av. | " " | 1.11 | " | 4,000.00 | - | 4,444.44 | 4,444.44 |
| Oceanport Boro | Port-au-Peck Ave.Sec.2 & Commanche Dr. | B.S.T. | 1.25 | Contract | 1,735.61 | 173.56 | 2,892.69 | 3,095.53 |
| Raritan Twp. | Union Ave.Sec.2,Hazlet & Florence Aves. | Gravel,BST | 1.50 | Force Acct. | 2,000.00 | - | 2,244.23 | 2,244.23 |
| Sea Girt Boro | Fourth Avenue | " " | .58 | FA-WPA | 1,998.34 | - | 2,220.38 | 2,220.38 |
| Shrewsbury Twp. | Shark River Station Rd. | B.S.T. | 1.06 | Force Acct. | 1,229.75 | 122.98 | 1,366.39 | 1,503.03 |
| Spring Lake Boro | Mercer Sec.2,Passaic,Jersey, Madison & Atlantic Aves. | B.S.T. | 1.63 | Contract | 1,841.18 | - | 2,228.36 | 2,228.36 |
| Spg.Lake Hgts.Bo. | Jersey,Wall,Church,Essex,etc. | B.S.T. | 1.28 | " | 1,606.83 | - | 1,785.37 | 1,785.37 |
| " " " " | Ocean Road | Gravel,BST | .63 | FA-WPA | 1,500.00 | - | 2,965.27 | 2,965.27 |
| " " " " | Old Mill Sec.2,Beverly,Lake,etc. | B.S.T. | 1.20 | Force Acct. | 747.96 | - | 831.07 | 831.07 |
| Upper Freehold Tp. | Ellisdale-Walnford-Allent'n. | Sec.3 Gr.BST | .45 | C-WPA | 3,114.38 | 163.80 | 3,460.42 | 3,642.42 |
| " " " | " " " | Sec.4 " " | 1.08 | Contract | 6,242.65 | 388.80 | 6,936.28 | 7,368.28 |
| Wall Twp. | Allenwood-Glendola Sec.2 | Gravel,BST | 1.50 | FA-WPA | 3,000.00 | - | 4,379.91 | 4,379.91 |
| | | Totals | 37.75 | | $80,593.35 | 2,051.23 | $101,052.31 | $ 106,129.46 |
| | | MORRIS COUNTY | | | | | | |
| Boonton Town | Vreeland Ave.Sec.2 | Bit.Pen.Mac. | .81 | Contract | 11,567.84 | 701.86 | 12,853.15 | 13,660.15 |
| Butler Boro | Roosevelt Ave. | Type A | .47 | " | 8,200.00 | - | 9,133.74 | 9,599.74 |
| Chatham Twp. | Mt.Vernon Ave. | Type A | .49 | " | 12,184.51 | 439.20 | 13,538.34 | 14,026.34 |
| Chester Twp. | South Road Storm Drain | Storm Sewer | .42 | " | 6,772.73 | 190.80 | 7,525.26 | 7,737.26 |
| Jefferson Twp. | Sparta-Newfoundland Sec.2 | Bit.Pen.Mac. | .32 | " | 6,967.12 | 288.00 | 7,741.24 | 9,061.24 |
| Montville Twp. | River Road | " " " | .59 | " | 7,960.73 | 528.30 | 8,845.26 | 9,432.26 |
| Passaic Twp. | Long Hill Road | Type A | .39 | " | 6,627.19 | 346.50 | 7,363.54 | 7,748.54 |
| Washington Twp. | Fairmount-Long Valley Sec.4 | Bit.Pen.Mac. | .55 | " | 9,303.36 | 495.00 | 10,337.07 | 11,412.07 |
| | | Totals | 4.04 | | $ 69,583.48 | 2,989.66 | $ 77,337.60 | $ 82,677.60 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #8)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | Engr. | Final Cost of Const.without W.P.A.Funds | Total Cost Without W.P.A.Funds |
|---|---|---|---|---|---|---|---|---|
| | | | OCEAN COUNTY | | | | | |
| Barnegat City Boro | Central Ave. & 3rd St. | Gravel | .19 | Contract | $ 1,000.00 | - | $ 1,177.34 | $ 1,295.07 |
| " " " | Ninth Street | " | .10 | " | 692.51 | 69.26 | 769.46 | 846.41 |
| Beach Haven Boro | Iriquois,Liberty &West Ave. | Sec.2 Gravel | .48 | Force Acct. | 3,124.12 | - | 3,471.24 | 3,471.24 |
| " " " | Nelson Avenue | Gravel | .07 | " " | 615.38 | - | 689.41 | 689.41 |
| Beachwood Boro | Barnegat Blvd.Sec.2 & Forepeak Ave. | " | .78 | " " | 3,861.82 | - | 4,290.91 | 4,290.91 |
| Berkeley Twp. | Louis Avenue | " | .75 | " " | 3,000.00 | - | 3,458.85 | 3,458.85 |
| " " | Seventh Avenue | " | .65 | " " | 4,834.92 | - | 5,372.13 | 5,372.13 |
| Brick Twp. | Mandalay Rd.Sec.1 | " | .76 | " " | 4,000.00 | - | 4,444.44 | 4,444.44 |
| Dover Twp. | Brand Road | " | .78 | " " | 2,935.89 | - | 3,461.10 | 3,461.10 |
| " " | Sunset Drive North, Prince Edward, Trinidad Ave.etc. | " | .90 | " " | 3,780.00 | - | 4,200.00 | 4,200.00 |
| " " | Vermont Avenue | " | .92 | " " | 3,228.07 | - | 3,586.74 | 3,586.74 |
| " " | " " | B.S.T. | .92 | " " | 653.27 | - | 725.85 | 725.85 |
| Eagleswood Twp. | Willets Ave. & John St. | Gravel | .22 | " " | 1,200.00 | - | 1,333.33 | 1,333.33 |
| Harvey Cedars Boro | 80,81,82,83 Sec.2,84,85&86 Sts. | Gravel | .53 | Contract | 2,785.69 | 278.57 | 3,095.21 | 3,404.73 |
| Jackson Twp. | Prospertown-Lakehurst Sec.2 | Gravel | 1.25 | Force Acct. | 3,985.24 | - | 4,428.04 | 4,428.04 |
| Lacey Twp. | Haynes,Oak & Dolan Sts. | " | .68 | " " | 3,000.00 | - | 3,333.33 | 3,333.33 |
| Lavallette Boro | Dover Ave. | " | .14 | " " | 1,055.48 | - | 1,172.75 | 1,172.75 |
| " " | New York Ave.Storm Sewer | Storm Sewer | .20 | Contract | 2,582.32 | 72.00 | 2,869.24 | 2,949.24 |
| Little Egg Harb.Tp. | Otis Bog Road | Gravel | .56 | Force Acct. | 2,956.50 | - | 3,285.00 | 3,285.00 |
| Long Beach Twp. | Jeannette Ave. | " | .25 | " " | 3,000.00 | - | 3,392.08 | 3,392.08 |
| " " " | Ocean Blvd.(Beach Ave.) | " | .44 | " " | 2,986.11 | 238.89 | 3,317.90 | 3,583.33 |
| Manchester Twp. | Schoolhouse Road Sec.#1 | " | .63 | " " | 3,000.00 | - | 3,383.76 | 3,383.76 |
| Ocean Twp. | Dollmore St.,Bonita Rd.& Lagoon Drive | Gravel | .46 | " " | 2,000.00 | - | 2,242.00 | 2,242.00 |
| Pine Beach Boro | Pennsylvania Ave. | " | .76 | " " | 3,097.22 | - | 3,441.36 | 3,441.36 |
| Plumsted Twp. | Long Swamp Rd. | " | 2.50 | " " | 4,998.21 | - | 5,553.57 | 5,553.57 |
| Point Pleasant Bo. | Barnegat Blvd.Dallas&Delaware | " | .45 | " " | 1,907.11 | - | 2,119.01 | 2,119.01 |
| " " " | North,Brooks,Brisbane,Meadow, Kilkare,Burnt Tavern Rds. | Gravel | .97 | FA-WPA | 1,635.85 | 349.20 | 1,817.61 | 2,205.61 |
| Point Pleas.Bch.Bo. | Inlet Drive | " | .13 | Force Acct. | 1,500.00 | - | 1,734.61 | 1,734.61 |
| Seaside Park Boro | Bayview,Lafayette,Farragut, Porter,Stockton Aves. | " | .47 | " " | 3,000.00 | - | 3,944.53 | 3,944.53 |
| Ship Bot.-Bch.Arlington Bo. | 8,14,15 & 16th Sts. | " | .45 | " " | 2,797.48 | - | 3,108.31 | 3,108.31 |
| Surf City Boro | 16th,22nd,So.3rd & Sunset | " | .70 | Contract | 2,493.81 | 249.39 | 2,770.90 | 3,047.99 |

---Continued on sheet 9---

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #9)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | State's Share of Engr. | Final Cost of Const. without W.P.A. Funds | Total Cost Without W.P.A. Funds |
|---|---|---|---|---|---|---|---|---|
| | | Ocean County continued | | | | | | |
| Tuckerton Boro | Bay Av., Parker St. & Beaumont Av. | Gravel | .46 | Force Acct. | $ 2,294.87 | - | $ 2,549.85 | $ 2,549.85 |
| Union Twp. | Howardsville Road Sec. 2 | " | .81 | " " | 3,998.38 | - | 4,442.64 | 4,442.64 |
| | | Totals | 20.36 | | $88,000.25 | $1,257.31 | $98,982.50 | $100,497.22 |
| | | PASSAIC COUNTY | | | | | | |
| Bloomingdale Boro | Vreeland Avenue | Bit. Pen. Mac. | .52 | Contract | 7,160.41 | 468.00 | 7,956.01 | 8,476.01 |
| Haledon Boro | Hobart Avenue | Type A | .32 | C-WPA | 7,630.00 | - | 10,881.38 | 10,881.38 |
| Hawthorne Boro | Royal Avenue | Type A | .27 | " | 4,865.73 | - | 5,406.37 | 5,406.37 |
| Little Falls Twp. | Randolph Pl., Hudson St. & Railroad Ave. | Bit. Pen. Mac. | .22 | " | 4,333.99 | 198.00 | 4,815.54 | 5,035.54 |
| " " " | Woodhull & Bradford Aves. | " " " | .27 | " | 3,054.76 | 116.55 | 3,394.18 | 3,523.68 |
| North Haledon Bo. | Overlook Ave. Ext. | " " " | .43 | " | 13,771.69 | 387.00 | 16,655.50 | 17,085.50 |
| Pompton Lakes Bo. | Colfax Avenue | " " " | .14 | Contract | 5,140.13 | 122.55 | 5,711.25 | 5,847.42 |
| " " " | Lincoln Avenue | " " " | .40 | C-WPA | 2,141.63 | 144.00 | 2,379.59 | 2,539.59 |
| Wayne Twp. | Indian Road Sec. #3 | " " " | .34 | " | 5,692.28 | 306.90 | 6,324.75 | 6,665.75 |
| West Milford Twp. | Warwick Turnpike Sec. 6 | " " " | .82 | " | 16,603.72 | 738.90 | 18,448.58 | 19,269.58 |
| West Paterson Bo. | Bergen Blvd. Sec. 2 & Peckman Av. | Type A | .54 | " | 5,746.72 | 486.00 | 7,774.53 | 8,314.53 |
| " " " | Peckman Ave. & Bergen Blvd. | Type A | .16 | " | 4,424.29 | 148.50 | 5,283.52 | 5,448.52 |
| | | Totals | 4.43 | | $ 80,565.35 | $3,116.40 | $ 95,031.20 | $ 98,493.87 |
| | | SALEM COUNTY | | | | | | |
| Lower Alloways Crk. Twp. | Long Bridge Rd. | Gravel | 1.52 | Contract | 4,961.39 | 545.76 | 5,512.66 | 6,119.06 |
| Lower Penns Neck Twp. | RiverDr. & Benson Ave. | Gravel, Ca. Ch. | 1.96 | " | 14,461.77 | 953.10 | 16,068.63 | 17,127.63 |
| Mannington Twp. | Marshalltown Rd. Sec. 1 | Gravel | 1.50 | Force Acct. | 3,999.92 | - | 4,444.35 | 4,444.35 |
| " " | " " " 2 | " | .95 | " " | 1,999.85 | - | 2,222.05 | 2,222.05 |
| Penns Grove Boro | Cumberland Avenue | " | .30 | " " | 2,250.00 | - | 2,509.40 | 2,509.40 |
| " " " | No. Smith Ave., E. Harmony, E. Griffith & E. Pitman Sts. | " | .48 | " " | 4,500.00 | - | 5,025.80 | 5,025.80 |
| " " " | W. Union St., Mitchell, Westminister, Tyron, So. Smith Aves. | Gravel | .53 | " " | 3,000.00 | - | 3,002.08 | 3,002.08 |
| Pilesgrove Twp. | Marlton Road | " | 1.30 | " " | 4,478.60 | - | 4,976.22 | 4,976.22 |
| Quinton Twp. | Waterworks Rd. | Gravel, BST | 2.10 | Contract | 7,718.55 | 770.40 | 8,576.17 | 9,432.17 |
| Salem City | Belden & Church Sts. | Bit. Conc. | .17 | " | 2,168.19 | 151.20 | 3,211.00 | 3,379.00 |
| " " | Halls Ave. & Hires Ave. | Gravel, BST | .15 | Force Acct. | 765.00 | - | 850.37 | 850.37 |
| Up. Penns Neck Twp. | Delaware, Lanning & 6th Aves. | " " | .96 | " " | 4,069.44 | 343.80 | 4,521.60 | 4,903.60 |
| " " " " | DuPont Road | Gravel | .70 | " " | 3,060.00 | - | 3,400.00 | 3,400.00 |
| " " " " | Harrison, Lincoln & Springfield | " | .20 | " " | 1,528.20 | - | 1,698.00 | 1,698.00 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #10)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | State's Share of Engr. | Final Cost of Const. without W.P.A. Funds | Total Cost Without W.P.A. Funds |
|---|---|---|---|---|---|---|---|---|
| | | Salem County continued | | | | | | |
| Up.Pittsgrove Twp. | Edgar Burgess Rd. Sec.1 | Gravel | 1.00 | Force Acct. | $ 3,578.31 | - | $ 3,975.90 | $ 3,975.90 |
| " " " | " " " " 2 | " | .60 | " " | 2,080.35 | - | 2,311.50 | 2,311.50 |
| " " " | Lynch'sCor.-Newkirk Sta.Sec.3 | " | 3.23 | C-WPA | 7,744.49 | 1,162.08 | 8,604.99 | 9,896.19 |
| Woodstown Boro | Allen, E.&W.Wilson Ave. & Spring Garden St. | Bit.Conc. | .61 | Contract | 8,395.31 | 550.80 | 9,328.12 | 9,940.12 |
| | | Totals | 17.36 | | $80,759.37 | 4,477.14 | 90,238.84 | 95,213.44 |
| | | SOMERSET COUNTY | | | | | | |
| Bedminster Twp. | Pluckemin-Burnt Mills Sec.1 (Paving) | Type T | .40 | Contract | 7,775.86 | 360.00 | 8,639.84 | 9,039.84 |
| Bridgewater Twp.& Somerville Boro | Adamsville Road | Type T | .43 | " | 7,942.91 | 387.90 | 8,825.46 | 9,256.46 |
| Franklin Twp. | Bunker Hill Rd. Sec.3 | Type T | .59 | C-WPA | 6,447.09 | 528.30 | 7,163.43 | 7,750.43 |
| " " | " " " " 4 | Type T | .56 | Contract | 13,341.32 | 478.68 | 14,823.69 | 15,355.55 |
| Hillsborough Twp. | New Center School House Sec.2 | Type T | .34 | " | 7,543.83 | 306.82 | 8,382.03 | 8,722.94 |
| Montgomery Twp. | Zion Road Sec.1 | Type A | .46 | " | 8,666.06 | 333.94 | 9,628.95 | 10,092.95 |
| No.Plainfield Boro | Maple & Wilson Aves. | Type A | .58 | " | 10,238.05 | 500.32 | 11,375.61 | 11,955.61 |
| Raritan Twp. | Frelinghuysen Ave. | Reinf.Conc. | .45 | C-WPA | 10,880.52 | 405.00 | 12,089.47 | 12,539.47 |
| Warren Twp. | Gillette-Watchung Sec.3 | Type A | .89 | " | 13,943.12 | 804.60 | 15,492.36 | 16,386.36 |
| | | Totals | 4.70 | | $ 86,778.76 | 4,105.56 | 96,420.84 | 101,099.61 |
| | | SUSSEX COUNTY | | | | | | |
| Andover Twp. | Perona Farms Rd.Sec.#2 | Gravel | .87 | Contract | 4,618.26 | 395.14 | 5,131.40 | 5,920.44 |
| Franklin Boro | Scott Road | " | .98 | " | 6,587.71 | 412.29 | 7,330.79 | 8,063.87 |
| Fredon Twp. | Fredon-Springdale Sec.2 | " | 1.00 | Force Acct. | 5,248.41 | - | 5,831.57 | 5,831.57 |
| Green Twp. | Greendell-Huntsville Sec.2 | " | 1.46 | Contract | 10,502.28 | 955.25 | 11,669.20 | 13,338.89 |
| " " | " " " 3 | " | .25 | Force Acct. | 1,265.02 | - | 1,405.58 | 1,405.58 |
| " " | " " Sec.2&3 | B.S.T. | 1.71 | " " | 1,075.08 | - | 1,194.53 | 1,194.53 |
| " " | Greendell-Johnsonburg Rd. | Gravel | .70 | " " | 4,953.56 | - | 5,503.95 | 5,503.95 |
| Montague Twp. | New Road Sec.#3 | " | .81 | Contract | 4,156.30 | 278.36 | 4,618.11 | 4,947.40 |
| Vernon Twp. | Maple Grange Rd. Sec.#2 | " | .90 | Force Acct. | 3,500.00 | - | 3,916.69 | 3,916.69 |
| Wantage Twp. | Bassett Bridge Road | " | 1.02 | Contract | 4,481.93 | 448.19 | 4,979.92 | 6,745.61 |
| " " | " " " | B.S.T. | 1.02 | Force Acct. | 810.00 | - | 1,507.83 | 1,507.83 |
| " " | Lower Unionville Rd.Sec.1 | B.S.T. | 1.00 | " " | 810.00 | - | 1,425.83 | 1,425.83 |
| | | Totals | 11.72 | | $48,008.55 | 2,489.23 | 54,515.40 | 59,802.19 |

TOWNSHIP & BORO AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940 (Continued sheet #11)

| Municipality | Name of Road | Type | Mileage | Method of Construction | State's Share of Const. | Engr. | Final Cost of Const.without W.P.A.Funds | Total Cost Without W.P.A.Funds |
|---|---|---|---|---|---|---|---|---|
| | | UNION COUNTY | | | | | | |
| Cranford Twp. | Elizabeth Avenue | Reinf.Conc. | .50 | Contract | $ 16,276.52 | - | $ 20,311.77 | $ 20,311.77 |
| Roselle Boro | Thompson Avenue | " " | .44 | C-WPA | 14,423.63 | - | 16,389.35 | 16,389.35 |
| Westfield Town | Gallows Hill Rd. | Type A | .48 | Contract | 12,165.00 | - | 13,516.67 | 13,516.67 |
| | | Totals | 1.42 | | $ 42,865.15 | - | 50,217.79 | 50,217.79 |
| | | WARREN COUNTY | | | | | | |
| Alpha Boro | Warren Street | Type A | .33 | Contract | 3,720.83 | 70.20 | 4,134.25 | 4,212.25 |
| Frelinghuysen Twp. | Johnsonburg-Greendell Sec.3 | Gravel,Ca.Ch. | .39 | " | 4,548.24 | 285.52 | 5,053.60 | 5,370.84 |
| Hackettstown Town | Grand Ave. Sec.#2 | Reinf.Conc. | .41 | " | 18,089.01 | 360.90 | 20,098.90 | 20,505.90 |
| Hardwick Twp. | Spring Valley Rd.Sec.#2 | Gravel,Ca.Ch. | 1.88 | " | 14,815.68 | 1,037.10 | 16,461.86 | 18,334.19 |
| Liberty Twp. | Mountain Lake-Great Meadows Rd.Secs.1&2 | " " " | 1.88 | " | 17,651.97 | 1,093.73 | 19,613.30 | 20,828.55 |
| Pahaquarry Twp. | River Road Sec.#5 | Gravel | 1.19 | " | 15,504.79 | 1,048.38 | 17,227.54 | 18,392.41 |
| Phillipsburg Town | Roseberry & Metz Sts. | Type A | .79 | " | 8,981.98 | - | 10,212.44 | 10,212.44 |
| | | Totals | 6.87 | | $ 83,312.50 | 3,895.83 | 92,801.89 | 97,856.58 |
| | | GRAND TOTAL | 250.00 | | $1,425,366.26 | 46,562.13 | 1,664,191.92 | 1,731,642.06 |

* Final Cost does not include Engineering and Right of Way. State's share of Right of Way shown on separate list.

LEGEND (Method of Construction) FA-WPA is work performed by force account and C-WPA is work performed by contract, with State, Municipal and Federal Funds in cooperation with the Works Progress Administration.

STATE'S SHARE OF RIGHT OF WAY
ON
TWP. & BORO AID ROADS COMPLETED JANUARY 1,1940 to DECEMBER 31, 1940

| County | Municipality | Name of Road | State's Share |
|---|---|---|---|
| Burlington | Bass River Twp. | Leektown Road | $ 81.00 |
| Morris | Washington Twp. | Fairmount-Long Valley Rd. Sec.#4 | 472.50 |
| Sussex | Andover Twp. | Perona Farms Road Sec.#2 | 315.00 |
| " | Green Twp. | Greendell-Huntsville Sec.#2 | 547.47 |
| " | Montague Twp. | New Road Sec.#3 | 18.00 |
| " | Wantage Twp. | Bassett Bridge Road | 1,140.93 |
| Warren | Hardwick Twp. | Spring Valley Road Sec.#2 | 648.00 |
| | | Total | $ 3,222.90 |

## TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31st, 1940

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | | **ATLANTIC COUNTY** | | | | | |
| Buena Vista Twp. | Willow Ave. & Various Sts. | Gravel | 6.14 Mi. | 20' | F.Acct.-WPA | $ 6,500.00 | $ 7,222.22 | $ 75,752.00 |
| Egg Harbor City | Bremen, Shelling & Antwerp Ave. | " | 1.00 " | 20' | Force Acct. | 3,500.00 | 3,888.88 | |
| Egg Harbor Twp. | Brenta Ave. & Various Sts. | " | 4.03 " | 20' | F.Acct.-WPA | 8,558.07 | 9,508.96 | 49,713.00 |
| Hamilton Twp. | Weymouth-Elwood Sec.2, Avenue B, Jackson Rd.& Weymouth-Mizpah Rd. | " | 5.41 " | 20' | F.Acct.-WPA | 6,500.00 | 7,222.22 | 57,497.00 |
| Linwood City | Seaview,Cambridge,Devonshire,etc. | " &B.Conc. | 2.58Mi. | 20' | " " " | 7,000.00 | 7,777.78 | 29,864.00 |
| | | | **BERGEN COUNTY** | | | | | |
| Cliffside Park Bo. | Cecilia Ave. Sec.#2 | Pit.Pen.Mac. | .16 Mi. | 20' | Contract-WPA | 3,600.00 | 4,000.00 | 3,107.00 |
| E.Paterson Boro | Boulevard Sec.#2 | " " " | .43 " | 20' | " " | 3,000.00 | 3,333.33 | 7,521.00 |
| Glen Rock Boro | Radburn Road | " " " | .34 " | 20' | F.Acct.-WPA | 3,600.00 | 4,000.00 | 24,554.00 |
| Oakland Boro | E.Oakland Avenue | Gravel | .70 " | 20' | " " " | 2,000.00 | 2,222.22 | 44,717.00 |
| Ramsey Boro | Shadyside Rd. Sec.#2 | Bit.Pen.Mac. | .28 " | 18' | Contract | 6,000.00 | 6,666.66 | |
| Ridgewood Village | East Glen Avenue | " " " | .23 " | 20-30' | Contract-WPA | 4,200.00 | 4,666.66 | 5,443.00 |
| Rutherford Boro | Carmita Avenue | " " " | .38 " | 48' | F.Acct.-WPA | 3,900.00 | 4,333.33 | 15,108.00 |
| Saddle River Boro | Ackerman Avenue | " " " | .47 " | 18' | Contract | 6,000.00 | 6,666.66 | |
| Tenafly Boro | Front Street | " " " | .41 " | 20' | Contract-WPA | 7,000.00 | 7,777.77 | 11,884.00 |
| " " | Railroad Avenue | " " " | .44 " | 20' | " " | 4,500.00 | 5,000.00 | 10,250.00 |
| Waldwick Boro | Monroe Street | " " " | .28 " | 20' | Contract | 1,750.00 | 1,944.44 | |
| Washington Twp. | Glen Ave.(Paving) | " " " | .63 " | 20-30' | Contract-WPA | 7,231.03 | 8,034.47 | 8,298.00 |
| | | | **BURLINGTON COUNTY** | | | | | |
| Chester Twp. | Spruce & E.Linwood Ave. | Gravel | .89 Mi. | 20' | F.Acct.-WPA | 3,850.00 | 4,277.77 | 10,643.00 |
| Delran Twp. | Creek Rd. | Gravel,BST | 1.74 " | 20' | Contract | 8,900.00 | 9,888.88 | |
| Evesham Twp. | Evesboro-Medford Rd. | Gravel | 1.00 " | 20' | " | 4,500.00 | 5,000.00 | |
| Hainesport & Lumberton Twps. | New Road | Gravel,BST | 2.18 " | 20' | Contract-WPA | 6,300.00 | 7,000.00 | 27,007.00 |
| Medford Twp. | Taunton Lakes Rd. Sec.#2 Ext. | Gravel | .26 " | 20' | Force Acct. | 1,000.00 | 1,111.11 | |
| No.Hanover Twp. | Paulson Road | Gravel | 1.02 " | 20' | Contract | 5,150.28 | 5,722.53 | |
| Palmyra Boro | Spring Garden St. | Gravel,BST | .76 " | 20' | F.Acct.-WPA | 3,000.00 | 3,333.33 | 11,120.00 |
| Pemberton Twp. | Birmingham-No.Pemberton Sec.#2 | Gravel | .96 " | 20' | Contract | 4,500.00 | 5,000.00 | |
| Washington Twp. | Lower Bank & River Rd. | " | 1.67 " | 18-20' | " | 3,900.00 | 4,333.33 | |
| | | | **CAMDEN COUNTY** | | | | | |
| Gloucester Twp. | Buffalo Road | Gravel | 1.40 Mi. | 20' | Force Acct. | 1,260.00 | 1,400.00 | |
| " " | Lower Landing Rd. | Gravel,BST | 2.58 " | 20' | F.Acct.-WPA | 6,817.18 | 7,574.64 | 44,138.00 |
| Laurel Spgs.Boro | Park, Hemlock, Glen, etc. | Bit.Sur.Tr. | 6.21 " | 20' | " " " | 6,000.00 | 6,666.67 | 41,778.50 |

(Continued on sheet 2)

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31st, 1940 (Continued sheet #2)

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | **Camden County continued** | | | | | | |
| Oaklyn Boro | Clinton Ave.Underpass (Sewer) | Drainage | .35 Mi. | | F.Acct.-WPA | $ 2,880.00 | $ 3,200.00 | $ 21,809.00 |
| Winslow Twp. | Chews Landing Road | Gravel,BST | 1.98 " | 20' | " " " | 6,300.00 | 7,000.00 | 23,760.00 |
| | | **CAPE MAY COUNTY** | | | | | | |
| Middle Twp. | Pierces Point Rd. | Gravel | .88 Mi. | 20' | F.Acct.-WPA | 1,500.00 | 1,666.66 | 8,648.00 |
| | | **CUMBERLAND COUNTY** | | | | | | |
| Deerfield Twp. | Cedar Street | Gravel | .80 Mi. | 20' | Force Acct. | 3,000.00 | 3,333.33 | |
| " " | Maple Street | " | .50 " | 20' | " " | 2,000.00 | 2,222.22 | |
| Downe Twp. | Lores Mill Road | " | 1.30 " | 20' | " " | 4,050.00 | 4,500.00 | |
| " " | Pennsylvania & Bayview Aves. | " | .15 " | 20' | " " | 1,080.00 | 1,200.00 | |
| | | **ESSEX COUNTY** | | | | | | |
| Caldwell Twp. | New Dutch Lane | Grading & Bridge | .73 " | 50' | Contract | 45,180.00 | 50,200.00 | |
| Cedar Grove Twp. | Ozone Ave. Sec.#2 | Bit.Pen.Mac. | .23 " | 30' | Contract-WPA | 9,000.00 | 10,000.00 | 7354.00 |
| West Caldwell Boro | Hillside Ave.,Waverly Place & Elmwood Terrace | Type A | .53 " | 30' | Contract | 9,000.00 | 10,000.00 | |
| | | **GLOUCESTER COUNTY** | | | | | | |
| So.Harrison Twp. | Crispin Road | Gravel | .55 Mi. | 20' | Force Acct. | 4,500.00 | 5,000.00 | |
| Washington Twp. | Fish Pond,John Irwin,Donner Rds.etc. Drainage | | | | " " | 4,050.00 | 4,500.00 | |
| " " | Park, Lake & Central Aves. | Gravel,BST | .72 " | 20' | F.Acct.-WPA | 2,500.00 | 2,777.77 | 13,277.00 |
| West Deptford Twp. | Elbourne,Lafayette,Francis, Tatum & Woodland Aves. | Gravel | 1.35 " | 20' | Force Acct. | 4,700.00 | 5,222.22 | |
| | | **HUDSON COUNTY** | | | | | | |
| Guttenberg Town | 26th Street (Now 70th St.) | Sheet Asph. | .21 Mi. | 30' | Contract-WPA | 15,000.00 | 16,666.66 | 12,700.00 |
| No.Bergen Twp. | Broadway | Reinf.Conc. | .36 " | 55' | " " | 35,000.00 | 38,888.88 | 24,393.00 |
| Secaucus Town | Center Avenue | Sheet Asph. | .85 " | 36' | " " | 67,000.00 | 74,444.44 | 37,987.00 |
| West New York Town | 16th Street Sec.#2(Now 60th St.) | Reinf.Conc. | .19 " | 50' | " " | 27,000.00 | 29,999.99 | 16,258.00 |
| | | **HUNTERDON COUNTY** | | | | | | |
| Clinton Twp. | Annandale-High Bridge Rd. | Bit.Pen.Mac. | .76 Mi. | 18-26' | Contract | 9,000.00 | 10,000.00 | |
| Lebanon Twp. | Glen Gardner-Woodglen Rd.Sec.3 | " " " | .61 " | 18' | " | 9,000.00 | 10,000.00 | |
| Union Twp. | Clinton-Tunison's Cor.Sec.#2 | " " " | .69 " | 18-26' | " | 9,500.00 | 10,555.55 | |
| | | **MERCER COUNTY** | | | | | | |
| E.Windsor Twp. | Etra-Monmouth Co.Line Rd. | Tar Soil Stab. | .79 Mi. | 18' | Force Acct. | 3,000.00 | 3,333.33 | |
| Hopewell Boro | Model Ave. Sec.#2 | Type A | .22 " | 26' | Contract | 7,479.44 | 8,310.48 | |

(Continued on sheet 3)

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31st, 1940 (Continued sheet #3)

| Municipality | Name of Road | Type | Estimated Paved Mileage | Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | | Mercer County continued | | | | | |
| Hopewell Twp. | Hopewell-Wertsville Rd.Sec.3 | Bit.Pen.Mac. | .79 Mi. | 18' | Contract | $ 11,200.00 | $ 12,444.44 | |
| Lawrence Twp. | Princeton Turnpike Sec.#3 | " " " | .74 " | 20' | F.Acct.-WPA | 10,000.00 | 11,111.11 | $ 12,850.00 |
| Princeton Boro | Green,Quarry,Maclean,Little & Witherspoon Sts. | Bit.Conc. | .80 " | 22-40' | " " " | 7,000.00 | 7,777.77 | 16,794.00 |
| Princeton Twp. | Princeton Pike Sec.#2 | Bit.Pen.Mac. | .59 " | 20' | Contract | 9,742.11 | 10,824.56 | |
| West Windsor Twp. | Alexander Road | " " " | .35 " | 20-28' | " | 7,200.00 | 8,000.00 | |
| | | | MIDDLESEX COUNTY | | | | | |
| Monroe Twp. | Union Valley-Applegarth Rd. | Gravel | 1.87 Mi. | 20' | Contract | 8,959.66 | 9,955.18 | |
| So.Brunswick Twp. | Cottageville-Fresh Ponds Sec.3 | Type T | .49 " | 20' | " | 9,000.00 | 10,000.00 | |
| | | | MONMOUTH COUNTY | | | | | |
| Atlantic Twp. | Montrose Road | Tar Soil Stab. | 1.79Mi. | 26' | F.Acct.-WPA | 2,600.00 | 2,888.88 | 31,990.00 |
| Avon-by-the-Sea Bo. | 5th Avenue | Gravel,BST | .35 " | 20' | " " " | 1,500.00 | 1,666.66 | 5,807.00 |
| Belmar Boro | A,B,C,Sts.,Surf Ave.,etc. | " " | 3.47 " | 20' | " " " | 5,901.14 | 6,556.82 | 30,054.00 |
| Keyport Boro | Luppattong Ave.,W.1st,Monroe,etc. | " " | .85 " | 20' | Force Acct. | 2,120.00 | 2,355.55 | |
| Middletown Twp. | Old Woman's Hill Rd. | " " | .38 " | 20' | Contract | 7,000.00 | 7,777.77 | |
| Neptune Twp. | 7th,8th,9th & Ridge Aves. | Type A | 1.36 " | 22' | Contract | 4,500.00 | 5,000.00 | |
| Wall Twp. | Marconi Rd. & Old Mill Rd. | Gravel,BST | 2.09 " | 20' | F.Acct.-WPA | 4,500.00 | 5,000.00 | 32,210.00 |
| " " | Sea Girt Avenue | " " | 1.58 " | 20' | " " " | 4,000.00 | 4,444.44 | 16,067.00 |
| | | | MORRIS COUNTY | | | | | |
| Jefferson Twp. | Sparta-Newfoundland Rd.Sec.3 | Bit.Pen.Mac. | .53 Mi. | 18' | Contract | 10,000.00 | 11,111.11 | |
| | | | OCEAN COUNTY | | | | | |
| Berkeley Twp. | Louis Ave.Sec.#2 & Angelsea Ave. | Gravel | .31 Mi. | 20' | Force Acct. | 3,500.00 | 3,888.88 | |
| Dover Twp. | Spruce,Orchard,Grant,Horner&Berry | " | .63 " | 20' | " " | 4,546.80 | 5,052.00 | |
| Jackson Twp. | Prospertown-Lakehurst Rd.Sec.3 | " | .68 " | 20' | " " | 3,500.00 | 3,888.88 | |
| LittleEGG Harbor Tp. | Otis Bog Rd.Sec.#2 | " | .47 " | 20' | " " | 3,420.00 | 3,800.00 | |
| " " " " | Stafford Forge Rd. Sec.#1 | " | .30 " | 20' | " " | 1,500.00 | 1,666.66 | |
| " " " " | " " " " #2 | " | .11 " | 20' | " " | 580.00 | 644.44 | |
| Manchester Twp. | Broadway Blvd.& Morningside St. | " | .72 " | 20' | " " | 3,000.00 | 3,333.33 | |
| Ocean Gate Boro | Cape May Avenue | Gravel,BST | .41 " | 20' | " " | 2,000.00 | 2,222.22 | |
| Pine Beach Boro | Pennsylvania Sec.2,Lincoln,Monument, Marion & Buhler Sts. | Gravel | .79 Mi. | 20' | " " | 3,500.00 | 3,888.88 | |
| Plumsted Twp. | Hawkin Rd. Sec.#2 | " | .85 " | 20' | " " | 3,000.00 | 3,333.33 | |
| Point Pleasant Bo. | Rue Cambone,Rue Rivola,Beach Blvd., Madison,Lawrence & Maple Sts. | " | .83 Mi. | 20' | " " | 4,092.89 | 4,547.65 | |

(continued on sheet 4)

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31st, 1940 (Continued sheet #4)

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | | **Ocean County continued** | | | | | |
| Ship Bottom-Beach Arlington Boro | 3rd,9th,5th Sts.& Barnegat Ave. | Gravel | .40 Mi. | 20' | Force Acct. | $ 3,000.00 | $ 3,333.33 | |
| So.Toms River Boro | Mill Street | " | .47 " | 20' | " " | 2,000.00 | 2,222.22 | |
| | | | **PASSAIC COUNTY** | | | | | |
| Hawthorne Boro | 5th Avenue | Type A | .20 Mi. | 30' | Contract | 7,500.00 | 8,333.33 | |
| No.Haledon Boro | Suncrest Ave.,Manor Rd.,Walray Ave. | " " | .62 " | 25-30' | " | 10,541.31 | 11,712.57 | |
| Ringwood Boro | Mohawk Trail Rd.Sec.#2 | Bit.Pen.Mac. | .27 " | 20' | Contract-WPA | 6,000.00 | 6,666.66 | $7,319.00 |
| " " | Summit Rd. & Mohawk Trail | " " " | .30 " | 20' | " " | 7,000.00 | 7,777.77 | 10,218.00 |
| Totowa Boro | Hobart Ave. Sec.#2 (Storm Sewer) | Storm Sewer | .24 " | | F.Acct.-WPA | 5,000.00 | 5,555.55 | 5,695.00 |
| Wayne Twp. | Indian Road Sec.#4 | Bit.Pen.Mac. | .44 " | 20-30' | Contract-WPA | 8,500.00 | 9,444.44 | 7,313.00 |
| | | | **SALEM COUNTY** | | | | | |
| Alloway Twp. | Lacey Road | Gravel,BST | 2.39 Mi. | 20' | Contract | 8,235.40 | 9,150.44 | |
| Elsinboro Twp. | Sinnicksons Landing Rd.Sec.#2 | Gravel | 1.26 " | 20' | Contract-WPA | 25,269.42 | 28,077.13 | 27,827.00 |
| Lower Penns Neck Tp. | Kansas Road | Gravel,Cal.Ch. | .62 " | 20' | Contract | 4,500.00 | 5,000.00 | |
| Pittsgrove Twp. | Palatine-Husted Station Rd. | " " " | 1.34 " | 20' | " | 5,800.00 | 6,444.44 | |
| " " | State Park-Willow Grove Sec.#2 | Gravel | 2.18 " | 20' | Contract-WPA | 9,538.59 | 10,598.43 | 22,979.00 |
| | | | **SOMERSET COUNTY** | | | | | |
| Bernards Twp. | Martinsville-Liberty Cor.Sec.#5 | Type A | .68 Mi. | 28' | Contract | 19,000.00 | 21,111.11 | |
| Bridgewater Twp. | North Bridge Street | Type T | .37 " | 20' | " | 10,000.00 | 11,111.11 | |
| Watchung Boro | Valley Rd. Sec.#4 & Crossway | Grad.&Drainage | .90 " | 30-36' | " | 15,000.00 | 16,666.66 | |
| | | | **SUSSEX COUNTY** | | | | | |
| Byram Twp. | Old Stanhope Road | Gravel | 1.00 Mi. | 18' | Contract | 6,000.00 | 6,666.66 | |
| Hopatcong Boro | Brooklyn-Stanhope Rd.Sec.1 & 2 | Bit.Pen.Mac. | .71 " | 18' | " | 11,000.00 | 12,222.22 | |
| Sandyston Twp. | Pevans River Rd. Sec.#1 | Gravel | .50 " | 20' | Force Acct. | 8,000.00 | 8,888.88 | |
| Stillwater Twp. | Ridge Road | " | .75 " | 18' | " " | 4,000.00 | 4,444.44 | |
| Vernon Twp. | Sand Hill Road | " | .75 " | 18' | " " | 6,000.00 | 6,666.66 | |
| | | | **UNION COUNTY** | | | | | |
| Union Twp. | Vaux Hall Rd. Sec.#4 | Reinf.Conc. | .44 Mi. | 20-30' | Contract | 22,500.00 | 25,000.00 | |
| Westfield Town | 4th Ave. & So.Chestnut Ave. | Type A | .46 " | 20' | " | 18,000.00 | 20,000.00 | |
| | | | **WARREN COUNTY** | | | | | |
| Pohatcong Twp. | Alpha-Carpentersville,Passaic St.etc. | Gravel,BST | 1.70 Mi. | 20' | Force Acct. | 4,000.00 | 4,444.44 | |
| " " | Still Valley-WarrenGlen-Bloomsbury | " " | 1.40 " | 20' | " " | 3,500.00 | 3,888.88 | |
| Washington Twp. | Murderers Bridge Road | Slag,BST | 1.91 " | 20' | Contract | 9,000.00 | 10,000.00 | |
| | GRAND TOTALS ... | | 105.76 | | | $ 798,483.32 | $887,203.32 | $871,703.50 |

## TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1940

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | | **ATLANTIC COUNTY** | | | | | |
| Absecon City | Shadylane & Bayview Drive | Bit.Sur.Tr. | .77 Mi. | 20' | Contract | $ 2,000.00 | $ 2,222.22 | |
| Egg Harbor Twp. | Frankfort Court & Various Sts. | " " " | 2.16 " | 20' | " | 4,118.30 | 4,575.88 | |
| Hamilton Twp. | Holly St.,Cleveland Av.&Laurel St. | " " " | 3.24 " | 20' | " | 6,000.00 | 6,666.66 | |
| Hammonton Town | Oak Rd.,Plymouth Rd.& 14th St. | Gravel | 4.55 " | 20' | Force Acct. | 6,000.00 | 6,666.66 | |
| Mullica Twp. | Elwood-Weekstown Rd. Sec.#2 | " | 3.78 " | 20' | " " | 2,400.00 | 2,666.66 | |
| Weymouth Twp. | 12th Ave. & 13th Ave. Sec.#2 | " | 1.20 " | 20' | " "-WPA | 1,000.00 | 1,111.11 | $12,356.00 |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | **BERGEN COUNTY** | | | | | |
| Hohokus Boro | Edgewood Drive | Bit.Pen.Mac. | .21 Mi. | 20' | Contract | 2,294.64 | 2,549.60 | |
| Little Ferry Boro | Franklin Street | " " " | .29 " | 20' | " -WPA | 3,000.00 | 3,333.33 | 6,971.00 |
| Midland Park Boro | Greenwood Road | " " " | .20 " | 20' | Force Acct. | 1,316.26 | 1,462.51 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | **BURLINGTON COUNTY** | | | | | |
| Bass River Twp. | West Greenbush Road | Gravel | 1.41 Mi. | 20' | Force Acct.-WPA | 3,100.00 | 3,444.44 | 10,321.00 |
| Beverly City | Putnam, Magnolia,3rd,Manor&Spruce | " | 1.58 " | 20' | Contract | 3,600.00 | 4,000.00 | |
| Chester Twp. | Woodlawn Ave. & Center Ave. | " | 1.50 " | 20' | " | 7,500.00 | 8,333.33 | |
| Chesterfield Twp. | Old York Rd. Sec.#1 | Gravel,BST | 1.43 " | 20' | " | 3,600.00 | 4,000.00 | |
| Delanco Twp. | Union, Cedar & Delaware Aves. | " " | .60 " | 20' | " | 4,500.00 | 5,000.00 | |
| New Hanover Twp. | Hockamick Rd. Sec.#2 &Oak Mount Rd. | " " | 2.83 " | 20' | " | 7,800.00 | 8,666.66 | |
| Tabernacle Twp. | Hedger House Rd. | " " | 1.06 " | 20' | " | 3,600.00 | 4,000.00 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | **CAMDEN COUNTY** | | | | | |
| Barrington Boro | Wood Avenue | Gravel,BST | .30 Mi. | 20' | Contract | 2,000.00 | 2,222.22 | |
| Collingswood Boro | City Line Ave. & 2nd St. | Reinf.Conc. | .04 " | 20' | " | 7,280.00 | 8,088.88 | |
| Gloucester City | King Street | " " | .25 " | 20' | " | 6,750.00 | 7,500.00 | |
| Haddonfield Boro | Elm Ave.,E.Summit Ave.Sec.#2 & Spruce St. | Bit.Pen.Mac. | .40 " | 20' | " | 8,000.00 | 8,888.88 | |
| Laurel Spgs.Boro | East Atlantic Ave.Sec.#2 | Bit.Conc. | .36 " | 20' | " | 9,000.00 | 10,000.00 | |
| Magnolia Boro | East Atlantic Ave. Sec.#1 | Bit.Pen.Mac. | .35 " | 20&23' | " | 11,250.00 | 12,500.00 | |
| Pennsauken Twp. | Union Avenue | Bit.Conc. | 1.55 " | 20' | " | 9,000.00 | 10,000.00 | |
| Somerdale Boro | East Atlantic Ave. | " " | .64 " | 20' | " | 8,100.00 | 9,000.00 | |
| Waterford Twp. | Tremont Avenue | Gravel,BST | 1.20 " | 20' | " | 3,000.00 | 3,333.33 | |
| Winslow Twp. | Old Chews Landing Rd. | " " | 2.74 " | 20' | " | 6,000.00 | 6,666.67 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1940 (Continued sheet #2)

| Municipality | Name of Road | Type | Estimated Paved Mileage | Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | | CAPE MAY COUNTY | | | | | |
| Stone Harbor Boro | 99th Street | Bit.Conc. | .52 Mi. | 20' | Contract | $ 4,500.00 | $ 5,000.00 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | CUMBERLAND COUNTY | | | | | |
| Deerfield Twp. | Nixon Street | Gravel | .40 Mi. | 20' | Contract | 1,600.00 | 1,777.77 | |
| Fairfield Twp. | Back Neck School House Rd. | " | 1.00 " | 20' | Force Acct. | 3,150.00 | 3,500.00 | |
| Greenwich Twp. | Miller Creek-Stow Creek Wharf Rd. | " | .60 " | 20' | " " | 3,150.00 | 3,500.00 | |
| Vineland Boro | Crystal Ave. | Bit.Conc. | .11 " | 20' | Contract | 2,070.00 | 2,300.00 | |
| " " | Park, East, 6th & 7th Sts. | Gravel,BST | .40 " | 20' | " | 4,230.00 | 4,700.00 | |
| " " | Plum Street | Bit.Conc. | 1.00 " | 28' | " | 10,000.00 | 11,111.11 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | ESSEX COUNTY | | | | | |
| Belleville Town | Greylock Parkway | Reinf.Conc. | .29 Mi. | 20' | Contract | 9,000.00 | 10,000.00 | |
| Bloomfield Town | Glenwood Ave. & Prospect St. | Sheet Asph. | .95 " | 30-41' | " | 9,800.00 | 10,888.88 | |
| Caldwell Boro | Prospect Street | Bit.Pen.Mac. | .45 " | 20&30' | " | 9,000.00 | 10,000.00 | |
| Essex Fells Boro | Renssellaer,Old Chester & Fells Rds. | Type AorT | 1.50 " | 25' | " | 6,000.00 | 6,666.66 | |
| Irvington Town | Myrtle Ave.Sec.#2 | Bit.Conc. | .34 " | 36' | " | 9,000.00 | 10,000.00 | |
| " " | Woolsey St. Sec.#2 | Reinf.Conc. | .26 " | 30' | " | 1,000.00 | 1,111.11 | |
| Livingston Twp. | Sycamore Ave. | Bit.Pen.Mac. | .80 " | 24' | " | 9,000.00 | 10,000.00 | |
| Maplewood Twp. | Burnett Ave. Widening Sec.#2 | Reinf.Conc. | .19 " | 20' | " | 10,948.21 | 12,164.68 | |
| Millburn Twp. | Hobart Avenue | Type A or T | .80 " | 30' | " | 17,872.41 | 19,858.23 | |
| Montclair Town | Claremont Ave. | Bit.Pen.Mac. | .94 " | 32-40' | ForceAcctWPA | 21,000.00 | 23,333.33 | $ 36,690.00 |
| No.Caldwell Boro | Grand View Place | Bit.Conc. | .13 " | 30' | Contract | 4,500.00 | 5,000.00 | |
| West Orange Town | Harrison Ave. | " " | .29 " | 30' | " | 7,200.00 | 8,000.00 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | GLOUCESTER COUNTY | | | | | |
| Harrison Twp. | Back Creek Road Sec.#1 | Gravel | 1.20 Mi. | 20' | Force Acct. | 4,300.00 | 4,777.77 | |
| Paulsboro Boro | 5th Street | Bit.Conc. | .42 " | 30' | Contract | 1,600.50 | 1,778.34 | |
| Washington Twp. | Salina Rd. & Salina-Cross Keys Rd. | Gravel,BST | 2.84 " | 20' | " | 950.00 | 1,055.55 | |
| Woodbury City | Cooper Street | Bit.Conc. | .99 " | 30' | " | 8,100.00 | 10,000.00 | |
| " " | Tatum St.,W.Barber Av.&Carpenter St. | B.Pen.Mac | .91 " | 26' | " | 2,590.00 | 2,877.77 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 125,000.00 | 138,888.88 | |
| | | | HUDSON COUNTY | | | | | |
| Weehawken Twp. | Park Ave. Sec.#2 | Granite Blk. | .30 Mi. | 50' | Contract | 10,000.00 | 11,111.11 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 125,000.00 | 138,888.88 | |

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1940 (Continued sheet #3)

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | | HUNTERDON COUNTY | | | | | |
| Clinton Twp. | Cokesbury-Califon Rd. | Bit.Pen.Mac. | .30 Mi. | 18&26' | Contract | $ 4,000.00 | $ 4,444.44 | |
| Kingwood Twp. | Kingwood-Byram Rd. Sec.#5 | " " " | 2.50 " | 18' | " | 9,500.00 | 10,555.55 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | MERCER COUNTY | | | | | |
| East Windsor Twp. | Cranbury Cross Rd. | Gravel,BST | 1.00 Mi. | 20' | Contract | 3,000.00 | 3,333.33 | |
| Hightstown Boro | Maxwell Ave. & Grand Ave. | Bit.Pen.Mac. | .50 " | 20' | " | 3,600.00 | 4,000.00 | |
| " " | " " " " " Secs.2 | " " " | .30 " | 20' | " | 4,000.00 | 4,444.44 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | MIDDLESEX COUNTY | | | | | |
| Cranbury Twp. | Wyckoff's Mills Rd. | Gravel,BST | 1.75 Mi. | 20' | Contract | 9,900.00 | 11,000.00 | |
| Middlesex Boro | Mountain Ave.Sec.2, Aubry Place,etc. | Type AorT | .84 " | 20' | " | 17,000.00 | 18,888.88 | |
| Sayreville Boro | Deerfield Road | " " | .75 " | 20' | " | 12,400.00 | 13,777.77 | |
| So.Brunswick Twp. | New Road South Sec.#2 | " " | 1.08 " | 18' | " | 15,000.00 | 16,666.66 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | MONMOUTH COUNTY | | | | | |
| Atlantic Highl'd Bo. | East Highland Avenue | Gravel,BST | .63 Mi. | 20' | Force Acct. | 1,500.00 | 1,666.66 | |
| Belmar Boro | 5th, 8th, 12th & 13th Aves. | Type A or T | 1.11 " | 20' | Contract | 5,000.00 | 5,555.55 | |
| Bradley Beach Boro | Madison & Central Aves. | Gravel,BST | 1.17 " | 20' | " | 3,000.00 | 3,333.33 | |
| Deal Boro | Roosevelt Avenue | Bit.Surf.Tr. | .28 " | 20' | Force Acct. | 521.21 | 579.12 | |
| Interlaken Boro | Buttermere Ave. | Gravel,BST | .43 " | 20' | Contract | 2,000.00 | 2,222.22 | |
| Keyport Boro | Atlantic Street | Gravel | .45 " | 33' | " | 2,911.40 | 3,234.89 | |
| Millstone Twp. | Bairds Cor.-Sweetmans Lane Rd. | Drain.&Grading | 1.74 " | 26' | Force Acct. | 2,500.00 | 2,777.77 | |
| Neptune City Boro | Bradley,Home,Smock Ave.,etc. | Gravel,BST | .80 " | 20' | Contract | 3,000.00 | 3,333.33 | |
| Ocean Twp. | Bondermere Avenue | " " | .44 " | 20' | Force Acct. | 3,000.00 | 3,333.33 | |
| Sea Girt Boro | Beacon Blvd.Sec.2,Chicago Blvd., Brooklyn Blvd.,etc. | " " | .47 " | 20' | Contract | 2,000.00 | 2,222.22 | |
| Union Beach Boro | Park Avenue | " " | .87 " | 20' | " | 2,000.00 | 2,222.22 | |
| Dedicated 1941 Funds not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | MORRIS COUNTY | | | | | |
| Harding Twp. | Basking Ridge-New Vernon Rd. Sec.4 | Type A | .23 Mi. | 23&30' | Contract | 8,000.00 | 8,888.88 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | OCEAN COUNTY | | | | | |
| Beachwood Boro | Lookout St. | Gravel | .32 Mi. | 20' | Force Acct. | 3,500.00 | 3,888.88 | |
| Harvey Cedars Boro | Burlington & Harvest Aves. | " | .19 " | 20' | Contract | 1,500.00 | 1,666.66 | |

(continued on sheet 4)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1940 (Continued sheet #4)

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | **Ocean County continued** | | | | | | |
| Pt.Pleas.Beach Boro | Hawthorne Ave. & River Blvd. | Gravel,BST | .42 Mi. | 20' | Contract | $ 3,000.00 | $ 3,333.33 | |
| Stafford Twp. | Stafford Avenue | Gravel | .20 " | 20' | Force Acct. | 1,200.00 | 1,333.33 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | **PASSAIC COUNTY** | | | | | | |
| Prospect Park Boro | Hopper St.,Fairview & Brown Aves. | Type A | .07 Mi. | 36' | Contract-WPA | 8,500.00 | 9,444.44 | $ 9,237.00 |
| Totowa Boro | Garfield Place & Redmond St. | Bit.Pen.Mac. | .21 " | 21' | Contract | 4,000.00 | 4,444.44 | |
| Totowa Boro | Tracy Avenue | " " " | .11 " | 30' | " | 1,800.00 | 2,000.00 | |
| West Milford Twp. | West Brook Road | " " " | .30 " | 20' | " | 4,500.00 | 5,000.00 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | **SALEM COUNTY** | | | | | | |
| Alloway Twp. | Waterworks Road | Gravel | .75 Mi. | 20' | Force Acct. | 2,514.60 | 2,794.00 | |
| Penns Grove Boro | Pearl St. & Justice St. | Bit.Conc. | .13 " | 20-24' | Contract | 2,950.00 | 3,277.78 | |
| " " " | South Smith Ave. | " " | .30 " | 20' | " | 1,250.00 | 1,388.88 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | **SOMERSET COUNTY** | | | | | | |
| So.Bound Brook Boro | Edgewood Terrace Sec.#2 | Type A or T | .44 Mi. | 20' | Contract | 4,500.00 | 5,000.00 | |
| Warren Twp. | Mount Horeb Rd. Sec.#1 | " " | .36 " | 20' | " | 7,000.00 | 7,777.77 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | **SUSSEX COUNTY** | | | | | | |
| Byram Twp. | Amity-Hohawk Rd.Sec.#3 | Gravel | .85 Mi. | 18' | Contract | 6,000.00 | 6,666.66 | |
| " " | Old Stanhope Rd. Sec.#2 | " | 1.00 " | 18' | " | 5,000.00 | 5,555.55 | |
| Frankford Twp. | Plains Road Sec.#2 | " | 2.00 " | 18' | " | 8,000.00 | 8,888.88 | |
| " " | " " " #3 | " | 1.00 " | 18' | " | 8,000.00 | 8,888.88 | |
| Hamburg Boro | Linwood Ave. & Oak St. | Reinf.Conc. | .20 " | 24' | " | 6,000.00 | 6,666.66 | |
| " " | " " " " " Sec.#2 | " " | .20 " | 24' | " | 4,000.00 | 4,444.44 | |
| Hampton Twp. | Myrtle Grove-Lake Kemah Rd.Sec.#2 | Gravel | 3.00 " | 18' | " | 5,000.00 | 5,555.55 | |
| Hardyston Twp. | Big Spring Road | " | 2.50 " | 18' | " | 6,500.00 | 7,222.22 | |
| Lafayette Twp. | Sunset Inn-Lime Crest Rd. | " | 1.14 " | 18' | " | 6,000.00 | 6,666.66 | |
| Sparta Twp. | Lime Crest Rd. Sec.#2 | " | .57 " | 18' | " | 5,000.00 | 5,555.55 | |
| " " | Old Stanhope Rd. | " | 1.50 " | 18' | " | 5,000.00 | 5,555.55 | |
| " " | " " " Sec.#2 | " | 1.50 " | 18' | " | 7,500.00 | 8,333.33 | |
| Stillwater Twp. | Hampton-Mt.Benevolence Rd. | " | .81 " | 18' | " | 4,000.00 | 4,444.44 | |
| Sussex Boro | Lake Shore Drive | Gravel,BST | .30 " | 20' | Force Acct. | 3,000.00 | 3,333.33 | |

(continued on sheet 5)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1940 (Continued sheet #5)

| Municipality | Name of Road | Type | Estimated Mileage | Paved Width | Method of Construction | State Funds | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|---|---|---|---|
| | | | Sussex County continued | | | | | |
| Walpack Twp. | River Road Sec.#3 | Gravel | 3.50 Mi. | 18' | Contract | $ 8,000.00 | $ 8,888.88 | |
| " " | " " " #4 | " | 2.50 " | 18' | " | 13,000.00 | 14,444.44 | |
| Wantage Twp. | Mt.Salem-Unionville Road | " | 4.00 " | 20' | " | 10,000.00 | 11,111.11 | |
| " " | Quarryville-Wolf Pit Rd. | " | 3.00 " | 20' | " | 8,500.00 | 9,444.44 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 100,000.00 | 111,111.11 | |
| | | | UNION COUNTY | | | | | |
| Cranford Twp. | Lincoln Ave. Sec.#3 | Reinf.Conc. | .30 Mi. | 30' | Contract | 15,009.00 | 16,676.66 | |
| Hillside Twp. | North Union Avenue | " " | .29 " | 20&30' | " | 10,800.00 | 12,000.00 | |
| " " | Sweetland Ave. | " " | .25 " | 20' | " | 9,000.00 | 10,000.00 | |
| Roselle Park Boro | Valley Rd. & Beachwood Ave. | " " | .43 " | 20' | " | 17,100.00 | 19,000.00 | |
| Scotch Plains Twp. | Westfield Avenue | " " | .23 " | 20' | " | 11,314.48 | 12,571.65 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| | | | WARREN COUNTY | | | | | |
| Blairstown & Hardwick Twps. | New Road | Gravel,Cal.Ch. | .89 Mi. | 20' | Contract | 22,900.00 | 25,444.44 | |
| Frelinghuysen Twp. | Dark Moon Road Secs. 1 & 2 | " " " | 1.87 " | 20' | " | 14,129.88 | 15,699.87 | |
| Liberty Twp. | Mountain Lakes-Great Meadows Sec.3 | " " " | 2.62 " | 20' | " | 5,364.30 | 5,961.33 | |
| White & Oxford Twps. | Race's Corner-Oxford Rd. | " " " | .96 " | 20' | " | 11,250.00 | 12,500.00 | |
| Dedicated 1941 Funds, not yet allotted to individual projects | | | | | | 75,000.00 | 83,333.33 | |
| Totals (not including 1941 Dedicated Funds) ..... | | | 111.12 | | | $ 698,185.19 | $ 776,761.97 | $ 75,575.00 |
| Totals of Dedicated 1941 Funds ..... | | | | | | 1,700,000.00 | 1,888,888.81 | |
| Grand Totals ..... | | | 111.12 | | | $2,398,185.19 | 2,665,650.78 | $ 75,575.00 |

## TOWNSHIP & BOROUGH AID MAINTENANCE

| County | Total Amount of Schedule | State's Share from 1940 Funds | State's Share from previous years funds | Total State Share Obligated |
|---|---|---|---|---|
| Atlantic | $ 11,111.11 | $ 10,000.00 | $ 256.50 | $ 10,256.50 |
| Bergen | 11,111.11 | 10,000.00 | - | 10,000.00 |
| Burlington | 11,111.11 | 10,000.00 | 1,485.00 | 11,485.00 |
| Camden | 11,111.11 | 10,000.00 | - | 10,000.00 |
| Cape May | 11,111.11 | 10,000.00 | - | 10,000.00 |
| Cumberland | 22,222.22 | 10,000.00 | 10,000.00 | 20,000.00 |
| Essex | 13,262.00 | 10,000.00 | 1,935.80 | 11,935.80 |
| Gloucester | 13,242.24 | 10,000.00 | 1,843.86 | 11,843.86 |
| Hudson | - | - | - | - |
| Hunterdon | 11,111.11 | 10,000.00 | - | 10,000.00 |
| Mercer | 13,088.89 | 10,000.00 | 1,780.00 | 11,780.00 |
| Middlesex | 8,911.11 | 8,020.00 | - | 8,020.00 |
| Monmouth | 12,333.33 | 10,000.00 | 1,100.00 | 11,100.00 |
| Morris | 11,111.11 | 10,000.00 | - | 10,000.00 |
| Ocean | 11,111.11 | 10,000.00 | - | 10,000.00 |
| Passaic | 15,555.55 | 10,000.00 | 4,000.00 | 14,000.00 |
| Salem | 18,395.40 | 10,000.00 | 6,555.86 | 16,555.86 |
| Somerset | 10,900.00 | 9,810.00 | - | 9,810.00 |
| Sussex | 11,111.11 | 10,000.00 | - | 10,000.00 |
| Union | 22,222.22 | 10,000.00 | 10,000.00 | 20,000.00 |
| Warren | 14,046.66 | 10,000.00 | 2,641.99 | 12,641.99 |
| Totals | $ 264,179.61 | $ 197,830.00 | $ 41,599.01 | $ 239,429.01 |

## RECAPITULATION (Sheet #1)

### MOTOR VEHICLE AID PLANS APPROVED, CONTRACTS AWARDED OR PRICE AGREEMENTS APPROVED JAN. 1st, 1940 to DECEMBER 31st, 1940

| Type | Mileage | State's Allotment | Contract Amount, Final Cost or Estimated Cost | W.P.A. Cost Only |
|---|---|---|---|---|
| Gravel | 3.22 | $ 5,508.55 | $ 6,745.45 | - |
| Reinforced Concrete | .31 | 12,098.40 | 21,346.93 | $ 7,060.42 |
| Bituminous Concrete | 2.65 | 51,702.99 | 81,843.99 | - |
| Macadam, mixed in place | 3.70 | 23,869.50 | 16,533.84 | - |
| Gravel and Drainage | 61.32 | 39,526.00 | 157,745.00 | 286,551.67 |
| Drainage | 230.63 | 80,708.21 | 81,055.91 | 351,695.60 |
| Storm Sewer | .44 | 6,000.00 | 8,313.20 | - |
| Bridges | .27 | 103,214.45 | 121,546.06 | - |
| Grand Totals | 302.54 | $ 322,628.10 | $ 495,130.38 | $ 645,307.69 |

### TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1st, 1940 to DECEMBER 31st, 1940

| Type | Mileage | State's Share of Construction | State's Share of Engineering | Right of Way | Final Cost of Const. without W.P.A. funds | Total Cost without WPA funds | *Total Cost W.P.A. projects only |
|---|---|---|---|---|---|---|---|
| Gravel | 90.53 | $ 339,548.68 | $ 9,717.45 | $ 2,102.40 | $ 379,836.04 | $ 395,418.06 | $ 289,167.36 |
| Drainage | 1.17 | 14,887.32 | 352.80 | - | 16,810.09 | 17,202.09 | 29,824.87 |
| Grading | .41 | 902.57 | - | - | 1,002.85 | 1,002.85 | 37,789.11 |
| Gravel, Calcium Chloride | 10.41 | 72,061.27 | 5,190.71 | 648.00 | 80,068.06 | 86,555.50 | 60,999.72 |
| Gravel, Lignin Binder | 5.52 | 10,654.97 | 1,556.37 | - | 11,838.85 | 14,198.45 | 59,639.42 |
| Tar Soil Stabilization | 1.12 | 2,157.40 | - | - | 2,757.40 | 2,757.40 | - |
| Bituminous Penetration Macadam | 18.06 | 252,768.40 | 9,507.59 | 472.50 | 287,184.03 | 302,826.02 | 386,627.99 |
| Type A or T | 13.00 | 217,203.46 | 6,789.66 | - | 251,593.02 | 260,307.18 | 152,799.59 |
| Gravel, Bit.Surf.Treated | 37.42 | 110,350.03 | 4,650.85 | - | 132,539.36 | 140,019.89 | 310,890.33 |
| Bituminous Concrete | 15.41 | 196,946.76 | 2,493.58 | - | 254,792.53 | 258,449.63 | 37,195.24 |
| Bituminous Surface Treatment | 53.10 | 42,010.26 | 540.71 | - | 49,839.83 | 50,566.44 | - |
| Reinforced Concrete | 3.85 | 165,875.14 | 5,762.41 | - | 195,929.86 | 202,338.55 | 223,572.97 |
| Grand Totals | 250.00 | $1,425,366.26 | $ 46,562.13 | $ 3,222.90 | $1,664,191.92 | $1,731,642.06 | $1,588,506.60 |

* See tabulation Twp. & Boro Roads Completed for projects constructed with W.P.A. on which $1,041,523.22 Federal Funds were expended.

## RECAPITULATION (Sheet #2)

### TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31st, 1940

| Type | Estimated Mileage | State's Share | State and Municipal Share | Federal Share |
|---|---|---|---|---|
| Gravel | 44.88 | $ 175,455.71 | $ 194,950.65 | $ 297,776.00 |
| Gravel, Calcium Chloride | 1.96 | 10,300.00 | 11,444.44 | - |
| Gravel, Bit.Surf.Treated | 26.49 | 85,573.72 | 95,081.84 | 203,440.00 |
| Sheet Asphalt | 1.06 | 82,000.00 | 91,111.10 | 50,687.00 |
| Bituminous Penetration Macadam | 11.06 | 167,923.14 | 186,581.18 | 131,219.00 |
| Reinforced Concrete | .99 | 84,500.00 | 93,888.87 | 40,651.00 |
| Bituminous Concrete | .80 | 7,000.00 | 7,777.77 | 16,794.00 |
| Type A or T | 4.93 | 95,020.75 | 105,578.60 | - |
| Bituminous Surface Treatment | 6.21 | 6,000.00 | 6,666.67 | 41,778.50 |
| Gravel & Bit. Conc. | 2.58 | 7,000.00 | 7,777.78 | 29,864.00 |
| Tar Soil Stabilization | 2.58 | 5,600.00 | 6,222.21 | 31,990.00 |
| Grading & Drainage | 2.22 | 72,110.00 | 80,122.21 | 27,504.00 |
| Grand Totals | 105.76 | $ 798,483.32 | $ 887,203.32 | $ 871,703.50 |

### TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1940 (and dedicated 1941 funds not yet allotted to individual projects).

| Type | Estimated Mileage | State's Share | State and Municipal Funds | Federal Funds |
|---|---|---|---|---|
| Gravel | 48.00 | $ 152,926.00 | $ 169,917.64 | $ 22,677.00 |
| Gravel, Bit.Surf.Treated | 21.68 | 71,080.00 | 78,977.73 | - |
| Bituminous Penetration Macadam | 8.77 | 98,850.90 | 109,834.29 | 43,661.00 |
| Reinforced Concrete | 2.93 | 108,201.69 | 120,224.08 | - |
| Type A or T | 7.18 | 101,272.41 | 112,524.84 | 9,237.00 |
| Bituminous Surface Treatment | 6.45 | 12,639.51 | 14,043.88 | - |
| Bituminous Concrete | 6.78 | 77,270.50 | 86,856.11 | - |
| Gravel, Calcium Chloride | 6.34 | 53,644.18 | 59,605.64 | - |
| Sheet Asphalt | .95 | 9,800.00 | 10,888.88 | - |
| Granite Block | .30 | 10,000.00 | 11,111.11 | - |
| Grading & Drainage | 1.74 | 2,500.00 | 2,777.77 | - |
| Sub-totals | 111.12 | $ 698,185.19 | $ 776,761.97 | $ 75,575.00 |
| Dedicated 1941 funds not yet allotted to individual projects | - | 1,700,000.00 | 1,888,888.81 | |
| Grand Totals | 111.12 | $2,398,185.19 | $2,665,650.78 | $ 75,575.00 |

TOWNSHIP & BOROUGH AID APPLICATIONS SUBMITTED FOR 1941 FUNDS

| County | Number of Applications | Mileage | Estimated Cost | State's Share Requested | Dirt Road Fund Requested | State's Share Available |
|---|---|---|---|---|---|---|
| Atlantic | 19 | 44.34 | $ 150,777.70 | $ 135,699.93 | $ 50,000.00 | $ 125,000.00 |
| Bergen | 39 | 21.12 | 445,355.56 | 400,820.00 | 50,000.00 | 125,000.00 |
| Burlington | 46 | 81.15 | 326,650.11 | 293,985.10 | 50,000.00 | 125,000.00 |
| Camden | 28 | 30.28 | 294,061.11 | 264,655.00 | 50,000.00 | 125,000.00 |
| Cape May | 12 | 12.90 | 148,924.83 | 134,032.35 | 50,000.00 | 125,000.00 |
| Cumberland | 23 | 23.90 | 140,911.11 | 126,820.00 | 50,000.00 | 125,000.00 |
| Essex | 14 | 11.51 | 352,610.00 | 317,349.00 | 50,000.00 | 125,000.00 |
| Gloucester | 50 | 65.02 | 349,848.89 | 314,864.00 | - | 125,000.00 |
| Hudson | 14 | 6.26 | 616,477.78 | 554,830.00 | - | 125,000.00 |
| Hunterdon | 21 | 29.99 | 459,755.56 | 413,780.00 | 50,000.00 | 125,000.00 |
| Mercer | 14 | 12.43 | 299,800.69 | 269,820.62 | 50,000.00 | 125,000.00 |
| Middlesex | 15 | 14.62 | 208,933.33 | 188,040.00 | 50,000.00 | 125,000.00 |
| Monmouth | 34 | 46.77 | 217,767.54 | 195,990.79 | 50,000.00 | 125,000.00 |
| Morris | 26 | 22.99 | 512,886.22 | 461,597.60 | 50,000.00 | 125,000.00 |
| Ocean | 26 | 30.43 | 177,485.44 | 159,736.90 | 50,000.00 | 125,000.00 |
| Passaic | 29 | 9.22 | 244,361.11 | 219,925.00 | 50,000.00 | 125,000.00 |
| Salem | 27 | 25.65 | 196,580.00 | 176,922.00 | 50,000.00 | 125,000.00 |
| Somerset | 19 | 17.04 | 330,694.44 | 297,625.00 | 50,000.00 | 125,000.00 |
| Sussex | 28 | 35.34 | 287,222.22 | 258,500.00 | 25,000.00 | 125,000.00 |
| Union | 11 | 4.92 | 200,800.00 | 180,720.00 | 50,000.00 | 125,000.00 |
| Warren | 13 | 20.73 | 186,500.00 | 167,850.00 | 50,000.00 | 125,000.00 |
| Totals | 508 | 566.61 | $6,148,403.64 | $5,533,563.29 | $ 925,000.00 | $2,625,000.00 |

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

# ANNUAL REPORT OF SUPERINTENDENT OF MAINTENANCE
FOR
FISCAL YEAR FROM JANUARY 1, 1940, TO DECEMBER 31, 1940.

I beg to submit herewith the Annual Report of the Maintenance Division for the fiscal year 1940. Following our usual procedure, the major portion of the report is being submitted in the form of tables, which show, in condensed form, pertinent information in connection with the work of the Division. Following our past procedure, the numbers and titles of the tables submitted correspond to the numbers and titles of similar tables from the year 1929 on, so that direct comparisons may be made with the information given in previous reports.

Table No. 1 shows the actual mileage status of the State Highway System as of December 31, 1940, and certain other miscellaneous information. It will be noted that there is a reduction of slightly over ten miles in the mileage under maintenance as of December 31, 1940. It will be noted, however, that there is practically a corresponding increase in the mileage under construction and a reduction of a fraction of a mile only in the total length of the System as of the same date. These variations are due to the fact that there has been some new mileage constructed and some old mileage abandoned, with the net result indicated. There is, however, indicated an increase of approximately twenty miles in the mileage of Institutional Roads and Approaches under maintenance. The number of service station and miscellaneous permits shows a reduction, while the number of permits for openings and the erection of poles shows a very slight increase.

In Table No. 2 there is shown the mileage of the various types of pavement under maintenance as of December 31, 1940. It will be noted that the total mileages given in this table do not correspond with the total mileages shown in Table No. 1. This is, however, accounted for by the fact that there are certain sections of dual highway where the class of pavement is not the same on each half of the dualized highway. Corrections have been made in Table No. 1, so that a correct total mileage of the System is secured. These duplications are, however, included in Table No. 2 but notations made with respect to the same. All but one classification shows a change from the previous year.

A schedule of the major operations carried on by the Division is shown in Table No. 3. During the year there was a total of 25 W. P. A. Projects put into operation, with a total project value of $2,094,279.00. This shows a very material decrease from the previous year and reflects the gradual tapering off of the W. P. A. Program. There were four very small construction jobs started and completed during the year. In addition, we practically completed one of the large dualizing and slab moving jobs on State Highway Route #25 near New Brunswick and arrangements were made, in cooperation with the contractor, to start another slab moving project on State Highway Route S-41 in the spring. This latter project involves moving the slabs a maximum of thirty-six feet and involves not only the movement of a single slab but two slabs. This project also includes certain other features which have required careful planning and which, if successfully carried out, will show the possibilities in manipulating already constructed concrete pavements and the consequent savings resulting therefrom.

Table No. 4 shows the principal items of materials used in carrying out the work of the Division. Considerable quantities of these materials were used on the construction job on Routes 25 and S-26 near New Brunswick and also on certain W. P. A. Projects. The institutional program also required very considerable quantities of the various materials.

Table No. 5 shows an analysis of road maintenance costs by route, type of pavement and class of work. This table shows that the cost of normal surface maintenance was somewhat reduced during the year, as was also the cost of normal shoulder and right of way maintenance. There is, however, an increase in the cost of extraordinary shoulder and guard rail maintenance. The increase in shoulder maintenance was probably due, to a considerable extent, to a heavy storm in the Southern portion of the State late in the summer. The total cost per mile for all classes of maintenance shows a material decrease for the year.

## ORGANIZATION

There was no material change in the form of organization during the year. The principal increase in personnel was made necessary by the increased work of the Landscape Division.

## BRIDGES

With the completion of the Edison Bridge the Division takes over the maintenance of one more major bridge crossing. Your attention is drawn to the urgent need for the early reconstruction of the bridge over Cheesequake Creek at Morgan. This bridge is of totally inadequate capacity and, due to its age and the heavy traffic to which it is subjected, it is rapidly deteriorating. It is also highly

desirable that the temporary approaches to the Main Branch of Newton Creek and Big Timber Creek, in the Camden Metropolitan area, be reconstructed as soon as possible.

## SNOW REMOVAL

The snow removal program for the 1939-1940 season involved a mileage of 1,601.963 miles, while the mileage for the 1940-1941 schedule called for 1,607.261 miles. By reason of the purchase of additional spreaders for applying abrasives on icy pavements, we were enabled to make better provisions for taking care of this phase of the work. The acquisition of some new trucks also enabled us to more satisfactorily plan the carrying out of the work. We also purchased 125,400 feet of additional snow fence for the furtherance of the drift control program.

## SIGNS AND MARKINGS

The erection of new signs and markers was only a comparatively minor part of the Division's activities in this line of work. Further material progress was, however, made in the sand blasting and refinishing of existing signs, which are now in considerably better condition than for a number of years. There was somewhat of an increase in the amount of traffic lines painted during the year, and the unit cost per foot, based on a six inch line, for the year 1940 was $0.00833844 as compared with a cost of $0.010315 for the year 1939.

## LANDSCAPING

Following the indicated trend, there was again an increase in the amount of landscaping work during the year, with a consequent increase in the personnel required to handle the work. Many of the

projects now under maintenance are becoming matured, with the result that the effect produced is decidedly favorable. The increasing demand for further work at many points throughout the State indicates that the work is meeting with popular approval.

## RECOMMENDATIONS

Each year in making up our snow removal program it becomes increasingly more difficult, particularly in the Southern portion of the State, to obtain satisfactory truck equipment from contractors. In addition, we have a large number of old war surplus trucks in excess of twenty years old, which, in my opinion, have outlived their usefulness. The result of these two conditions is that we are not able to satisfactorily cover our snow removal sections with outside equipment, nor to satisfactorily, under all occasions, take care of snow removal with our own equipment. I am, therefore, of the opinion that the Department should, at the earliest possible moment, replace its war surplus equipment and, in addition, obtain sufficient additional modern equipment, in order to permit the Department to handle a greater portion of the program with its own forces. The equipment to be acquired would consist of both trucks and plows. I am of the opinion that if both types of equipment were completely modernized, it would be possible throughout approximately one-half the State to reduce the number of pieces of equipment on a snow section in such a manner as to materially reduce the cost and at the same time improve the character of the work performed.

As a corollary to the purchase of snow equipment, I am of the opinion that we should probably purchase an additional quantity of snow fence. While the purchase, erection and removal of snow fence

unquestionably sets up a minimum expenditure on snow removal, regardless of whether or not any snow falls, the value of this device has been clearly demonstrated in the heavy storms of the last two years. There have been numerous points where some snow fence has been erected and drifting has been prevented along the fence, but, due to an inadequate quantity, drifts have formed beyond the ends of the fence, with consequent interference with traffic and difficulties in the removal of the snow. If drifting can be prevented, the ordinary type of equipment will generally handle snow removal, whereas, if drifting occurs, it is then necessary to bring in the heavier emergent type of equipment or even to resort to hand labor to open the roads.

Both of the matters mentioned above; namely additional equipment for snow removal and additional snow fence are, in my opinion, of primary importance in connection with the matter of National Defense. Unless the Department is able to keep the highways clear and unimpeded, the vast volume of commercial traffic to and from defense industries will not be able to move, nor, in case of a greater emergency, would our armed forces be able to expeditiously and efficiently perform any necessary maneuvers. I, therefore, strongly urge favorable consideration in carrying out these recommendations.

There appears to be a trend toward a material increase in the size and importance of roadside industries. Numerous truck terminals have been erected, considerably larger eating places are springing up at many points and the character and size of service stations are growing in importance. The result of this trend is

that it is becoming increasingly difficult to control the size and character of entrances to such enterprises and the character and volume of the traffic in and out of them create a serious problem in the maintenance of normal shoulders. I am, therefore, of the opinion that the point has perhaps been reached where the Department should require that the owners of such enterprises shall construct curbs, where the same do not exist, and shall, furthermore, be required to place a reasonably durable type of pavement between the existing pavement on the highway and the curb line. Such facilities are primarily for the benefit of the business in question and the cost of constructing these facilities would form only a minor part of the total cost of most enterprises of this kind. I would, therefore, recommend that Counsel for the Department be asked to give consideration to the legality of setting up such requirements and, if found entirely legal and compatible with policy, the regulations be prepared.

I believe it will be quite generally agreed that a traffic circle forms an efficient and expeditious device for the interchange of traffic at important intersections. It is, however, unquestionably true that the normal flow of traffic at circles should not be interfered with by abnormal movements. Unfortunately, however, traffic circles seem to be universally selected as favorable points for the establishment of service stations, restaurants and other roadside enterprises. Where these enterprises do any considerable volume of business, traffic into and out of these establishments seriously interferes with the normal flow of traffic. While such locations may be favorable from a business standpoint, traffic circles are, in my opinion,

the one place above all where they should not be located. It is probably too late to do anything about the circles already constructed. I would, however, strongly recommend that in the acquisition of rights of way for future circles, if legally possible, the right of way be acquired with the specific provision that there will be no access to the circle from the abutting properties. This probably will result in a somewhat higher cost for the acquisition of the property but I am of the opinion that such a procedure would be economically sound from the standpoint of preventing delays and accidents at the circles.

Respectfully submitted,

Alex. W. Muir
Superintendent of Maintenance

# TABLE NO. 1

## 1940

| | |
|---|---|
| Total State Highways Under Maintenance | 1,620.2821 |
| Total Under Construction | 59.460 |
| Total State Highway System | 1,679.7421 |
| Institutional Approaches and Interior Roads Under Maintenance | 195.450 |

## GENERAL

| | |
|---|---|
| Service Station and Miscellaneous Permits | 703 |
| Opening and Pole Permits | 1,273 |

# TABLE NO. 2 - 1940

## SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1940

| Route | Concrete under Maintenance Miles | Macadam under Maintenance Miles | Gravel under Maintenance Miles | Sh.Asph. Bit.Con. under Maintenance Miles | Bit.Mac. under Maintenance Miles | Stone Block under Maintenance Miles | Brick, Asph.Block New R.O.W. Misc. under Maintenance Miles | Earth: Total under Maintenance Miles |
|---|---|---|---|---|---|---|---|---|
| 1 | 17.884* | | | 4.196* | 0.090 | 0.422* | 0.369 | 22.961 |
| S-1 | 3.058 | | | 0.087 | | | | 3.145 |
| S1A | 2.091 | | | | | | | 2.091 |
| 2 | 25.925 *2 | | | | 0.276 | | | 26.201 |
| 3 | 8.465 | | | 0.0653 *3 | 0.015 | | 0.271 | 8.8163 |
| S-3 | 0.763 | | | | 0.049 | | 2.163 | 2.975 |
| 4 | 118.186 | | 14.052 | 17.194 *4 | 0.308 | | 1.371 | 151.111 |
| S-4 | 1.565 | | | | | | | 1.565 |
| S4B | | | | | | | 10.609 | 10.609 |
| 5 | 3.691 | | | 0.284 | | | | 3.975 |
| S5 | | | | 0.691 | | | | 0.691 |
| 6 | 53.566 *5 | | | 8.152 *5 | | 0.507 | 1.394 | 63.619 |
| S6 | 0.932 | | | 0.867 | | | | 1.799 |
| 7 | 1.223 | | | 3.8971 *6 | | 0.190 | | 5.3101 |
| 8 | 23.830 | | | | 0.124 | | | 23.954 |
| 10 | 19.189 *7 | | | 3.797 | 0.043 | 1.201 | | 24.230 |
| 12 | 9.880 | 3.300 | | | 3.720 | | | 16.900 |
| 13E | 0.029 | | 0.107 | | | | | 0.136 |
| 21 | 1.980 | | | 3.097 | 0.087 | | | 5.164 |
| 22 | 0.147 | | | | | | | 0.147 |
| 23 | 45.996 *8 | 6.459 *8 | | 0.040 | 0.082 | | 2.650 | 55.227 |
| 24 | 24.730 | | | 7.164 | | 0.231 | | 32.125 |
| S24 | 10.465 | | | 0.401 | 0.149 | | | 11.015 |

*Includes 0.794 Geo.Wash.Br.Approach; 1.424 Dual Highway; 0.287 Elevated Highway
*2-10.911 Dual Highway. *3-0.0653 Parallel Highway. *4-4.930 Resurfaced Concrete.
*5-1.137 Part Dual Highway; 9.563 Dual Highway; 3.807 Resurfaced Concrete; 0.369 Parallel Highway. *6-0.373 Parallel Highway. *8-9.123 Dual Highway; 2.743 Part Dual Highway; 5.742 Macadam Shale Base. *7-10.788 Dual Highway

# TABLE NO. 2 - 1940

## SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1940

| Route | Concrete under Maintenance Miles | Macadam under Maintenance Miles | Gravel under Maintenance Miles | Sh.Asph. Bit.Con. under Maintenance Miles | Bit.Mac. under Maintenance Miles | Stone Block under Maintenance Miles | Brick, Asph.Block New R.O.W. Misc. under Maintenance Miles | Total under Maintenance Miles |
|---|---|---|---|---|---|---|---|---|
| 25 | *9: 80.362 | | | *9: 23.015 | *9: 0.255 | *9: 4.973 | *9 0.779 | 109.384 |
| S25 | 0.453 | | | | | | | 0.453 |
| 26 | *10: 23.612 | | | 0.687 | | | | 24.299 |
| S26 | *11: 1.549 | | | | | | | 1.549 |
| 27 | 18.205 | | | *12: 23.657 | | 1.140 | 1.400 | 44.402 |
| 28 | *13: 50.617 | | | *13: 6.220 | | | | 56.837 |
| S28 | 8.174 | | | | 0.275 | | | 8.449 |
| 29 | *14: 45.524 | | | *14: 0.668 | | | | 46.192 |
| 29A | 2.997 | | | | | | 0.852 | 3.849 |
| 30 | 47.467 | 0.131 | | 0.172 | 0.500 | | | 48.270 |
| 31 | 48.115 | 3.458 | | *15: 3.287 | 1.200 | | | 56.060 |
| S31 | *16: 14.570 | 2.300 | 2.600 | 0.048 | 0.451 | | | 19.969 |
| 32 | 11.993 | | | 8.584 | | | | 20.577 |
| 33 | *17: 35.597 | | | 2.149 | | | | 37.746 |
| 34 | 25.683 | | | 0.097 | | | | 25.780 |
| 35 | *18: 52.368 | | | 15.083 | 0.437 | | 1.669 | 69.557 |
| 36 | *19: 14.100 | | | | | | 0.240 | 14.340 |
| 37 | *20: 23.582 | | 2.801 | 0.719 | 1.038 | | 1.360 | 29.500 |
| 38 | *21: 16.801 | | | | | | | 16.801 |
| 39 | 29.944 | | | 7.984 | 0.521 | | | 38.449 |
| 40 | *22: 55.041 | | | *22: 3.052 | | | | 58.093 |
| S40 | 23.190 | | | | | | | 23.190 |

*9-3.478 High Level Vaiduct; 31.283 Dual Highway; 13.677 Parallel Highway; 3.491 Ramps; 2.928 Parallel Roadway Concrete resurfaced with Bit.Con.; 0.830 Overhead Roadway; 2.565 Part Dual; 6.696 Dual Half under Const.; 0.422 Elevated. *10-20.587 Dual Highway. *11-Dual Highway. *12-1.026 Resurfaced Concrete. *13-2.452 Parallel Highway; 0.467 Dual Highway; 2.491 Resurfaced Concrete; *14-5.369 Part Dual Highway; 16.289 Dual Highway; 0.585 Elevated Highway; 4.357 Dual Highway Half Under Construction. *15-2.500 Resurfaced Concrete. *16-1.500 Part Dual Highway *17-5.066 Part Dual Hwy;1.273 Parallel Hwy. *18-7.566 Dual Hwy;1.577 Part Dual. *19-3.555 Dual Hwy; 1.202 Parallel Hwy. *20-1.741 Dual Hwy.*21-5.615 Dual Hwy. *22-3.547 Dual Highway; 3.052 Parallel Highway

# TABLE NO. 2 - 1940

## SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1940

| Route | Concrete under Maintenance Miles | Macadam under Maintenance Miles | Gravel under Maintenance Miles | Sh.Asph.,Bit.Con. under Maintenance Miles | Bit.Mac. under Maintenance Miles | Stone Block under Maintenance Miles | Brick, Asph.Block New R.O.W. Misc. under Maintenance Miles | Earth: Total under Maintenance Miles |
|---|---|---|---|---|---|---|---|---|
| 41 | 9.001 | | | | 0.389 | | | 9.390 |
| S41 | 18.768 | 1.340 | | 0.520 | | | | 20.628 |
| 42 | *23: 42.921 | | | *23: 3.435 | | | | 46.356 |
| 43 | 47.869 | | *24: 31.599 | | | | | 79.468 |
| 44 | 12.871 | 2.435 | | 8.450 | 2.718 | | 0.097 | 26.571 |
| S44 | 1.785 | | | | | | | 1.785 |
| 45 | 29.903 | | | *25: 7.049 | 0.930 | | 0.241 | 38.123 |
| 46 | 20.667 | | | | | | | 20.667 |
| 47 | *26: 42.748 | | | 11.059 | | | 0.500 | 54.307 |
| 48 | *27: 34.315 | | | 30.622 | | | | 64.937 |
| 49 | 42.008 | | 0.896 | 10.197 | | | 0.332 | 53.433 |
| S49 | 13.460 | | | | | | | 13.460 |
| 50 | 25.126 | | | 0.200 | | | | 25.326 |
| 51 | 0.342 | | 4.482 | | | | | 4.824 |
| Misc. | 1.425 | | | 0.798 | 1.700 | | 0.033 | 3.956 |
| Total Hwy Syst. Under Main: | 1348.231 | 19.423 | 56.537 | 216.2014 | 15.357 | 8.664 | 26.330 | 1690.7434 |
| Inst. App. | 0.663 | | 4.927 | 3.250 | 8.960 | | | 17.800 |
| Inst. Int. | 1.500 | 4.900 | 61.450 | 35.930 | 42.920 | | 30.950 | 177.650 |
| Inst. Total: | 2.163 | 4.900 | 66.377 | 39.180 | 51.880 | | 30.950 | 195.450 |
| Grand Total: | 1350.394 | 24.323 | 122.914 | 255.3814 | 67.237 | 8.664 | 57.280 | 1886.1934 |

*23-5.391 Dual Highway; 3.296 Parallel Highway. *24-31.599 Gravel Widening *25-0.418 Resurfaced Concrete. *26-1.063 Concrete Widening. *27-2.764 Dual Highway; 4.791 Parallel Highway.

# TABLE NO. 3 - MAJOR OPERATIONS CARRIED ON DURING THE YEAR 1940

| Route | Con-struc-tion Jobs | Macadam: Bit. Mac. Surfacing Sq. Yds. | Concrete Surface Sq. Yds. | Sewers & Drains Lin. Ft. | Shoulders Resurfaced Sq. Yds. | Guard Rail: Constrcn. Lin. Ft. | Metal Signs & Posts Erected: Posts | Signs | Wooden Posts Erected | Wood Signs Erected: Plain | Button | Stop Signs | Street Markers: N.J. | Route Markers: U.S. | Bridge Activities Jobs: Maj. | Min. | Paint | Mud Jacking Sq. Yds. | Reflector Signals (Red) Erected | Traffic Lines Feet: 6" | 12" | Gravel Surfacing Sq. Yds. | W.P.A. Projects Value | Miscl. Paving Sq. Yds. | Detours Maint-ained Miles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S1 | | | 70 | 234 | | 6,090 | 13 | 24 | | 8 | 3 | 1 | 3 | 56 | 1 | 2 | 2 | 2,500 | 32 | 63,511 | 67,409 | | | | |
| S1A | | | | | | 3,130 | 1 | 1 | | | | | | | | | | | 5 | 47,683 | 2,777 | | $355,250.00 | | |
| 2 | | | 70 | | | | | 2 | | | | | | | | | | | | 13,398 | 9,684 | | | | |
| 3 | | | | | | 25,140 | 30 | 16 | | 5 | | 11 | 24 | 23 | | 3 | | 5,060 | 29 | 122,210 | 35,424 | | | | |
| S3 | | | | | | | 2 | 18 | 6 | 109 | 1 | 6 | 24 | | | 3 | 1 | | 25 | 42,630 | 27,797 | | | | |
| 4 | 1 | | 114 | 70 | 85 | 850 | 52 | 74 | 12 | 18 | 7 | 54 | 2 | | | | | | 11 | | | | | | |
| S4 | | | | | | | 1 | 1 | | | | 3 | 46 | 43 | 1 | 16 | | 15,660 | 60 | 634,795 | 76,205 | 75 | 78,168.00 | | |
| S4A | | | | | | 300 | | | | | | | 7 | | | | | | | 4,[illegible] | 2,112 | | | | |
| 5 | | | | | | | | 2 | | | | | | | | 3 | | | | | | | | | |
| 6 | 1 | | 250 | | | 12,580 | 34 | 83 | 43 | 57 | 12 | 87 | 52 | 49 | 1 | 21 | 1 | | 102 | 383,[illegible] | 57,138 | | | | |
| 7 | | | | | | | | 10 | | | | 3 | 1 | | | | | | | 13,738 | 9,048 | | | | |
| 8 | | | | | 3,600 | | | 1 | | | | | 9 | | | | | | | 78,264 | 528 | | | | |
| 10 | | | | | | 3,020 | 6 | 19 | | 12 | 9 | 2 | 3 | | | 1 | 1 | | 9 | 97,857 | 8,116 | | | | |
| 12 | | | | | | | 4 | 14 | | 2 | | 3 | 2 | | | | | 400 | 3 | 32,936 | 4,752 | | | | |
| 13E | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | | | 2 | 18,480 | 15,312 | | | | |
| 23 | | | | | 6,300 | 12,702 | 14 | 23 | 12 | 7 | 7 | 6 | 19 | | | 1 | | | 43 | 118,831 | 24,931 | | | | |
| S24 | | | | | | 600 | 8 | 19 | | 1 | | 9 | 22 | | | | | | 12 | 111,[illegible] | 2,214 | | | | |
| 25 | 1* | | | | | | 15 | 17 | 5 | | 3 | 6 | 11 | | | | | 300 | 2 | 35,904 | 13,200 | | | | 0.600 |
| S25 | | | | | | 5,530 | 104 | 142 | 10 | 79 | 21 | 33 | 41 | 38 | 3 | 18 | 1 | 5,450 | 115 | 658,357 | 72,321 | | | | |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| S26 | 1* | | | | | 240 | 32 | 26 | 9 | 42 | 31 | 14 | 15 | | | 3 | | 1,950 | 16 | 210,526 | 3,796 | | | | |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | | | 500 | 127 | | 250 | 23 | 12 | 12 | 20 | 11 | 24 | 9 | 16 | | 2 | | 1,180 | 20 | 204,116 | 25,106 | | | | |
| S28 | | | | | | 15,567 | 2 | 9 | | 3 | | | | | | | | 2,470 | 6 | 63,660 | 13,760 | | | | |
| 29 | | | | 120 | | 6,430 | 16 | 49 | 4 | 7 | | 27 | 18 | | | 3 | | 11,936 | 45 | 261,252 | 30,073 | | | | |
| 30 | | | 350 | 90 | | 13,096 | 11 | 12 | | 12 | | 2 | 2 | | | 1 | | 7,273 | 10 | 152,527 | 14,014 | | | | |
| 31 | | | | | | 5,060 | 11 | 17 | | 34 | | 23 | 37 | 32 | | | | 1,470 | 11 | 138,380 | 1,701 | | | | |
| S31 | | | | | 4,800 | 17,070 | 5 | 8 | 32 | 1 | | 15 | 18 | | | | | | 25 | 52,800 | | | | | |
| 32 | | | | 44 | | | 4 | 11 | | | | 23 | 6 | | | | | | 1 | 76,578 | 1,568 | | | | |
| 33 | | | | | | | 3 | 8 | | 12 | | 7 | 2 | | | | | 2,447 | 3 | 114,348 | 6,410 | | 4,187.00 | | |
| 34 | | | | | | 8,400 | 4 | 5 | | | | 3 | | | | 2 | | 1,182 | 4 | 62,820 | 7,001 | | | | |
| 35 | 1 | | | | | | 53 | 55 | 4 | 36 | 3 | 28 | 42 | | 2 | 10 | | 591 | 41 | 346,444 | 85,229 | | | | |
| 36 | | | | | | | 7 | 12 | | 5 | | 22 | 7 | | 1 | | | | 2 | 92,244 | 6,516 | | | | |
| 37 | | | | | | | | 4 | | 40 | | 12 | | | 4 | 3 | 2 | 7,315 | 1 | 53,300 | 924 | | 6,974.00 | | |
| 38 | | | | | | | 3 | 10 | | 1 | | | 4 | | | 1 | | 221 | 4 | 1,382 | 85 | | | | |
| 39 | | | | 80 | | | 14 | 4 | | | 8 | 14 | 1 | | | 2 | | 3,460 | 1 | 98,219 | 3,684 | | | | |
| 40 | | | | | | | 10 | 8 | | 11 | | 4 | 6 | | | | | 2,276 | 9 | 38,544 | 2,112 | | 514,909.00 | | |
| S40 | | | | | | 1,200 | 2 | 1 | | | | 3 | | | | | | | 5 | 18,427 | | | | | |
| 41 | | | | | | | 6 | 6 | | 12 | 9 | 11 | 9 | | | 1 | 1 | | | | | | 15,047.00 | | |
| S41 | 1 | | | | | 4,750 | 25 | 51 | | 30 | | 13 | 30 | | | 1 | | 590 | 25 | | | | | | |
| 42 | | | | 500 | | 26,774 | 10 | 10 | | 1 | | 7 | 9 | 16 | | | | 1,500 | 12 | 326,673 | 21,224 | | 98,956.00 | | |
| 43 | | | | | | 530 | 4 | 14 | | | | 32 | 10 | | | 1 | | 5,976 | 3 | 386,330 | 54,492 | | 42,117.00 | | |
| 44 | | | | 290 | | 310 | 12 | 10 | 13 | 29 | 14 | 5 | 10 | | 1 | 8 | 2 | 348 | 10 | 58,275 | 4,679 | | | | |
| S44 | | | | | | | | 1 | | | | | | | 3 | 10 | 3 | | | | | | | | |
| 45 | | | | 136 | | 864 | 12 | 5 | | | | 10 | 27 | | 1 | 3 | 1 | 270 | 5 | 106,761 | 51,248 | | 21,433.00 | | |
| 46 | | | | | | | 5 | 6 | | 3 | | 8 | | | | | | | 6 | 52,352 | | | | | |
| 47 | | | | 50 | | | 18 | 15 | | 2 | | 22 | 9 | 7 | | | | | 2 | 166,098 | 2,164 | | 12,656.00 | | |
| 48 | | | | | | 660 | 14 | 14 | | 52 | 3 | 14 | 15 | | | | | 115 | 15 | 271,947 | 14,942 | | 52,404.00 | | |
| 49 | | | | | | 650 | 5 | 4 | | | | 14 | 7 | | 3 | 4 | 3 | 5,045 | 2 | 130,942 | | | 28,953.00 | | |
| S49 | | | | | | | | | | | | | | | | | | | | 28,802 | | | | | |
| 50 | | | | | | 7,320 | | 6 | | | | 14 | 4 | | | 1 | 1 | | 6 | 48,706 | 540 | | | | |
| 51 | | | | | | | | 3 | 2 | 6 | 2 | 1 | | | 2 | 7 | 4 | | 11 | | | | 830,035.00 | | |
| 54 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Misc. | | | | | | | | | | 204 | 103 | | | | | | | | | | | | | | |
| Inst. | | 65,750* | | | | | | | | | | | | | | | | 322 | | | | 14,000 | | **65,200 | |
| Totals: | 5 | 65,750 | 1,384 | 2,011 | 14,785 | 179,113 | 601 | 881 | 166 | 884 | 247 | 649 | 618 | 280 | 23 | 134 | 23 | 87,307 | 763 | 5,209,568 | 820,419 | 14,075 | $2,094,279.00 | 65,200 | 1.500 |

*These two projects included within a single job started in 1939.

*Modified Penetration
**1-1/2" Bit. Con. on existing Bit. Mac.

TABLE #4
MATERIAL REPORT - 1940

| Routes | Broken Stone Tons | Broken Slag Tons | Road Gravel Yards | Concrete Gravel Tons | Sand Tons | Bitumen Surface Treatment & Penetration - Gals. | Bitumen Cold and Joint Fillers Gallons | Patch: Bit. Concrete and Sheet Asphalt-Tons | Paving Blocks | Cement Bags | Lumber Board Feet | Paint Gals. | Calcium Chloride Tons | Cinders Yards | Common Brick | Drain & Culvert Pipe--All Sizes: Feet | Guard Rail Posts | Guard Rail Cable Feet | Wood Piling | Sign Posts |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 280.25 | | | | 89 | | 3,963 | 384 | | 348 | 5,453 | | 54 | 1,492 | 3,000 | 1,850 | | | | 24 |
| S1 | 45 | | | | | | 717 | | | | | | 12 | 350 | | | | | | 1 |
| S1A | | | | | | | 220 | | | | | | 10 | 500 | | | | | | 2 |
| 2 | 470 | | | | | | 3,886 | | | 40 | | | 48 | 1,557 | | | | | | 16 |
| 3 | 300.85 | | | | 27.5 | | 2,743 | | 250 | 333 | | | 17 | 425 | | | 1,268 | | | 18 |
| S3 | 10 | | | | | | 103 | | | | | | 1 | 165 | | | | | | 5 |
| 4 | 1,740.6 | | 18,458 | | 232.95 | 169,289 | 32,676 | 164 | | 1,972 | 32,376 | | 46.5 | 819 | 24,000 | 1,022 | 3,971 | | | 75 |
| S4A | | | 561 | | | 10,511 | | | | | | | | | | | | | | |
| 5 | 183 | | | | | | 510 | 74 | | 20 | | | 14 | 800 | | | | | | 2 |
| 6 | 2,411.7 | | 323 | 13 | 67.5 | | 12,082 | 280 | 550 | 782 | 188 | | 67 | 2,097 | | | 1,791 | | | 83 |
| S6 | 10 | | | | | | 326 | | | | | | 10 | 100 | | | | | | |
| 7 | 5 | | | | | | 460 | | | | | | 7 | 265 | | | | | | 10 |
| 8 | 54.8 | | 1,528 | | 65 | | 663 | | | 688 | 890 | | 25 | | | | 2,827 | | | 1 |
| 10 | 1,912.55 | | | | 7 | 1,420 | 1,866 | 264 | | 64 | 34 | | 30.5 | 440 | | | 200 | | | 19 |
| 12 | 198.45 | 269.268 | | | | | 4,580 | | | | | | 3 | 416 | | | | | | 14 |
| 21 | 125 | | | | | | 103 | | | | | | 4 | 172 | | | 242 | | | |
| 23 | 2,364.25 | | 792 | | | 3,409 | 6,668 | | | 4 | 116 | | 54.5 | 1,485 | | | 185 | | | 23 |
| 24 | 619.6 | | | | 17 | | 4,209 | 32 | | 320 | 2,970 | | 36 | 768 | | 20 | 674 | | | 19 |
| S24 | 15 | | | | | | 770 | | | | | | 6 | | | | | | | 17 |
| 25 | 44,453.409 | | 4,597 | | 18,877.983 | 16,115 | 50,136 | 1,970.5 | 8,050 | 136,332 | 21,672 | | 82.2 | 3,117 | 92,000 | 8,146 | 1,777 | 22,200 | | 142 |
| 26 | 399.1 | | 59 | | 16.1 | | 7,731 | | | 120 | 180 | | 13 | 316 | | | 336 | | | 26 |
| 27 | 493.75 | | 244 | | 15 | | 8,289 | 615 | | 115 | 112 | | 9 | 150 | 3,000 | | | | | 12 |
| 28 | 811.925 | | 1,285 | | 188 | | 14,480 | 125 | | 810 | 726 | | 33 | 45 | 1,800 | 330 | 1,625 | | | 12 |
| S28 | 35 | | | | | | 4,110 | | | | | | 6 | 176 | | | | | | 9 |
| 29 | 2,991.5 | | | | 5 | | 6,868 | | | 320 | | | 26.8 | 1,306 | | 120 | | | | 49 |
| 29A | | | | | | | | | | | | | | | | | | | | |
| 30 | 404.95 | 59.9 | 393 | | 58.25 | 2,201 | 8,050 | 646 | | 870 | 65 | | 23.2 | 258 | 2,600 | 112 | | | | 12 |
| 31 | 4,957 | 365 | 12 | | 64 | 10,040 | 14,052 | 2,025 | | 552 | | | 32 | 560 | | 107 | 3,515 | | | 17 |
| S31 | 125.25 | | 2,145 | | | | 3,337 | | | 10 | | | 16 | 63 | | | 80 | | | 8 |
| 32 | 1,194.2 | | | | 10 | | 1,922 | 117 | | 104 | 500 | | 20.5 | 40 | | | 415 | | | 12 |
| 33 | 746.05 | | 1,020 | | 10 | | 6,775 | | | 270 | 867 | | 21.4 | 164 | 4,800 | 488 | | | | 8 |
| 34 | | | 2,776 | | | | 3,868 | | | 200 | | | 11.4 | 87 | | 35 | | | | 5 |
| 35 | 1,085.05 | | 16,940 | | 587.75 | 5,675 | 19,751 | 819 | 600 | 3,602 | 16,114 | | 31 | 439 | 75,000 | 1,833 | | 8,512 | 66 | 55 |
| 36 | | | 96 | | | | 1,452 | | | 100 | 104 | | 5 | 21 | | | | | | 12 |
| 37 | 447.4 | | 2,443 | | | 9,979 | 3,996 | | | 520 | 87,217 | | 42 | | | 1,382 | | | | 4 |
| 38 | | | 4,965 | | | | 2,241 | | | | | | 2 | 85 | | | | | | 10 |
| 39 | 215.55 | | 2,441 | | 9 | | 10,132 | 394 | | 75 | | | 7 | 25 | 3,500 | 816 | | | | 4 |
| 40 | 628.65 | | 17,007 | | 85.47 | | 6,045 | 152 | | 240 | 16,171 | | 9 | | 9,000 | 4,895 | | | | 8 |
| S40 | | | 2,884 | | | | 603 | | | | | | | | | | | | | 1 |
| 41 | 90.45 | | 1,508 | | 5 | | 2,221 | | | | | | 2 | 25 | | | | | | 6 |
| S41 | 64.65 | | 2,995 | | 39.6 | | 5,238 | | | 412 | 1,157 | | 6 | | 18,000 | 852 | | | | 51 |
| 42 | 518.95 | | 8,539 | | 8 | | 8,582 | | | 284 | 179 | | 10 | 162 | | 500 | | | | 10 |
| 43 | 866.575 | | 5,861 | | 629.8 | | 11,942 | 1,086 | | 1,837 | 28,841 | | 14.5 | | 173,950 | 10,951 | | | | 14 |
| 44 | 1,162.85 | | 4,364 | | 101.25 | 31,276 | 6,993 | 988 | | 1,080 | 10,146 | | 8 | 697 | 27,900 | 2,962 | | | 32 | 11 |
| 45 | 1,635.22 | | 20,862 | | 372.95 | | 6,538 | 161 | 1,300 | 4,332 | 39,525 | | 15.5 | 591 | 26,000 | 1,396 | | | 61 | 5 |
| 46 | 15.9 | | 4,027 | | 5.9 | | 2,902 | | | | | | 5 | 144 | | | | | | 6 |
| 47 | 320.4 | 527.3 | 6,741 | | 219.75 | 12,575 | 7,351 | | | 1,799 | 987 | | 16.4 | 261 | 44,000 | 2,400 | | | | 15 |
| 48 | 1,066.54 | | 9,619 | | 529.91 | 9,424 | 2,280 | 6,659.4 | 6,425 | 1,072 | 3,317 | | 14.5 | 234 | 8,000 | 1,534 | 2,185 | | | 14 |
| 49 | 33.15 | | 8,939 | | 55 | | 6,123 | 354.5 | 1,000 | 815 | 53,310 | | 8 | 118 | 25,000 | 3,534 | | | 21 | 4 |
| S49 | | | 160 | | | | 1,918 | | | | | | 2 | | | | | | | |
| 50 | | | 736 | | | | 2,578 | | | 50 | | | 2 | | | 582 | | | | 6 |
| 54 | 20.45 | | | | | | | | | | 31,458 | | 7 | | | 120 | | | | |
| Inst. | 60,573.627 | | 4,497 | 165.125 | 1,258.525 | 255,687 | 43,028 | 9,764 | | 5,507 | 8,247 | | 51 | | 19,850 | 1,439 | | 4,572 | | |
| Misc. | 174 | | | | 101.75 | | | | | 705 | 7,453 | 60,060 | | 4,635 | | | | | | 3 |
| Totals | 136,277.596 | 1,221.468 | 159,817 | 178.125 | 23,759.938 | 537,801 | 358,154 | 27,074.4 | 18,175 | 166,704 | 370,375 | 60,060 | 997.9 | 25,569 | 561,400 | 47,426 | 21,091 | 35,284 | 180 | 881 |

# TABLE #5

Schedule #14

Auditing & Accounting Bureau

## ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on Guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - Main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| | | | | | | | | | | | | | | | .090 | | | | | 22.692 | |
| Rt. | Miles | 17.884 | | 2.999 | | 1.207 | | .422 | | | | | | | | | | | | $ 8,672.98 | $ 383.89 |
| | M-1 | $ 3,118.73 | $174.39 | $ 1,008.65 | $ 336.48 | $ 4,434.27 | $ 3,673.79 | $ 74.79 | $ 177.23 | $ | $ | $ | $ | $ 39.54 | $ 439.33 | $ | $ | $ | $ | 455.09 | 20.06 |
| | M-2 | 453.09 | 25.33 | | | | | | | | | | | | | | | | | 28,577.17 | 1,264.92 |
| | M-3 | 17,700.13 | 989.72 | 7,700.81 | 2,576.38 | 190.05 | 157.46 | 2,986.13 | 7,076.25 | | | | | | | | | | | 824.08 | 36.48 |
| 1 | M-4 | 497.65 | 27.83 | 392.49 | 107.89 | 3.94 | 3.26 | | | | | | | | | | | | | 3,387.81 | 149.96 |
| | E-5 | 3,387.81 | 189.43 | | | | | | | | | | | | | | | | | 8,711.47 | 385.60 |
| | E-7 | 7,346.04 | 410.76 | 1,365.43 | 456.82 | | | | | | | | | | | | | 2,524.06 | | 1,162.85 | 51.47 |
| | E-8 | 1,162.85 | 65.02 | | | | | | | | | | | | | | | | | 2,524.06 | |
| | Const. | | | | | | | | | | | | | 39.54 | 439.33 | | | 2,524.06 | | 54,313.51 | 2,292.38 |
| | Total | 133,666.30 | $1,882.48 | $10,394.36 | $3,477.54 | 4,628.26 | 3,834.51 | 3,060.97 | 7,253.48 | | | | | | | | | | | 8.145 | |
| | | | | | | .087 | | | | | | | | | | | | | | 316.12 | 100.52 |
| S-1 | Miles | 3.058 | | | | | | | | | | | | | | | | | | 63.90 | 20.32 |
| | M-1 | 290.22 | 94.90 | | | 25.90 | 297.70 | | | | | | | | | | | | | 567.54 | 180.46 |
| | M-2 | 63.90 | 20.90 | | | | | | | | | | | | | | | | | 132.00 | 41.97 |
| | M-3 | 567.54 | 185.59 | | | | | | | | | | | | | | | | | 45.19 | 14.37 |
| | M-4 | 132.00 | 43.17 | | | | | | | | | | | | | | | | | 1,124.75 | 357.64 |
| | E-5 | 45.19 | 14.78 | | | | | | | | | | | | | | | | | 2.091 | |
| | Const. | | | | | | | | | | | | | | | | | | | 256.60 | 122.73 |
| | Total | 1,098.85 | 359.34 | | | 25.90 | 297.70 | | | | | | | | | | | | | 186.23 | 89.06 |
| S-1A | Miles | 2.091 | | | | | | | | | | | | | | | | | | 486.65 | 232.73 |
| | M-1 | 256.60 | 122.72 | | | | | | | | | | | | | | | | | 1.97 | .94 |
| | M-2 | 186.23 | 89.06 | | | | | | | | | | | | | | | | | 135.58 | 64.84 |
| | M-3 | 486.65 | 232.74 | | | | | | | | | | | | | | | | | 1,067.03 | 510.30 |
| | M-4 | 1.97 | .94 | | | | | | | | | | | | | | | | | 26.201 | |
| | E-5 | 135.58 | 64.84 | | | | | | | | | | | | | | | | | 916.40 | 34.97 |
| | Const. | | | | | | | | | | | | | | .276 | | | | | 3,468.58 | 132.38 |
| | Total | 1,067.03 | 510.30 | | | | | | | | | | | 257.79 | 934.02 | | | | | 8,982.44 | 342.83 |
| | | | | | | | | | | | | | | | | | | | | 774.95 | 29.58 |
| 2 | Miles | 25.925 | | | | | | | | | | | | | | | | | | 7,172.40 | 273.75 |
| | M-1 | 658.61 | 25.41 | | | | | | | | | | | | | | | | | 2,479.52 | 94.63 |
| | M-2 | 3,468.58 | 133.79 | | | | | | | | | | | | | | | | | 1,294.27 | 49.40 |
| | M-3 | 8,982.44 | 346.48 | | | | | | | | | | | | | | | | | 25,088.56 | 967.54 |
| | M-4 | 774.95 | 29.89 | | | | | | | | | | | | | | | | | 8.545 | |
| | E-5 | 7,172.40 | 276.66 | | | | | | | | | | | | | | | | | 1,165.61 | 136.41 |
| | E-7 | 2,479.52 | 95.64 | | | | | | | | | | | | | | | | | 1,473.23 | 172.41 |
| | E-8 | 1,294.27 | 49.92 | | | | | | | | | | | | | | | | | 9,224.92 | 1,079.57 |
| | Const. | | | | | | | | | | | | | 257.79 | 934.02 | | | | | 670.63 | 78.48 |
| | Total | 24,830.77 | 957.79 | | | | | | | | | | | | .015 | | | | | 2,265.06 | 265.07 |
| | | | | | | .065 | | | | | | | | | | | | | | 2,990.37 | 349.95 |
| 3 | Miles | 8.465 | | | | 19.80 | 304.62 | | | | | | | 44.76 | 2,984.00 | | | | | 7,028.66 | 822.55 |
| | M-1 | 1,101.05 | 130.07 | | | | | | | | | | | | | | | | | 24,818.48 | 2,904.44 |
| | M-2 | 1,473.23 | 174.04 | | | | | | | | | | | | | | | | | 2.975 | |
| | M-3 | 9,224.92 | 1,089.77 | | | | | | | | | | | | | | | | | 23.49 | 7.90 |
| | M-4 | 670.63 | 79.22 | | | | | | | | | | | | | | | | | 34.82 | 11.64 |
| | E-5 | 2,265.06 | 267.58 | | | | | | | | | | | | | | | | | 174.63 | 58.70 |
| | E-7 | 2,990.37 | 353.26 | | | | | | | | | | | | | | | | | 170.93 | 57.45 |
| | E-8 | 7,028.66 | 830.32 | | | | | | | | | | | | | | | | | 403.67 | 135.69 |
| | Const. | | | | | | | | | | | | | 44.76 | 2,984.00 | | | 2.163 | | 158.174 | |
| | Total | 24,753.92 | 2,924.28 | | | 19.80 | 304.62 | | | | | | | | .049 | | | | | 19,836.79 | 125.41 |
| | | | | | | | | | | | | | | 21.69 | 442.65 | | | | | 6,226.41 | 39.36 |
| S-3 | Miles | .763 | | | | | | | | | | | | | | | | | | 99,236.34 | 627.39 |
| | M-1 | 1.80 | 2.36 | | | | | | | | | | | 172.66 | 3,523.67 | | | | | 4,909.49 | 31.04 |
| | M-3 | 34.82 | 45.37 | | | | | | | | | | | | | | | | | 12,904.09 | 81.58 |
| | M-4 | 1.97 | 2.58 | | | | | | | | | | | | | | | | | 16,100.73 | 101.79 |
| | E-7 | 170.93 | 224.02 | | | | | | | | | | | | | | | | | 28,877.73 | 182.57 | |
| | Const. | | | | | | | | | | | | | 194.35 | 3,966.32 | | | | | 317.38 | |
| | Total | 209.32 | 274.33 | | | | | | | | | | | | 1.708 | | .400 | | 1.164 | 158.174 | |
| | | | | | .883 | | 18.829 | | | | | 14.052 | | | | | | | | | |
| 4 | Miles | 121.138 | | | | 1,960.78 | 104.14 | | | | | 6,231.62 | 443.47 | 2,998.47 | 1,755.54 | 64.12 | 160.30 | 737.82 | 633.87 | 19,836.79 | 125.41 |
| | M-1 | 7,843.98 | 64.75 | | | | | | | | | | | | | | | | | 6,226.41 | 39.36 |
| | M-2 | 6,226.41 | 51.40 | 982.66 | 1,112.87 | 7,291.65 | 387.26 | | | | | 5,515.31 | 392.49 | 407.00 | 238.29 | 67.58 | 168.95 | 297.09 | 255.23 | 99,236.34 | 627.39 |
| | M-3 | 84,675.05 | 699.00 | | | 732.46 | 38.90 | | | | | 700.18 | 49.83 | 124.34 | 72.80 | | | 482.53 | 414.64 | 4,909.49 | 31.04 |
| | M-4 | 2,869.98 | 23.69 | | | | | | | | | 4,571.73 | 325.34 | | | | | | | 12,904.09 | 81.58 |
| | E-5 | 8,332.36 | 68.78 | | | 25.82 | 1.36 | | | | | 1,193.60 | 84.95 | 1,399.35 | 819.29 | | | 154.68 | 132.89 | 16,100.73 | 101.79 |
| | E-7 | 13,327.08 | 110.02 | | | 1,697.05 | 90.13 | | | | | 106.74 | 7.60 | | | | | | | 28,877.73 | 182.57 |
| | E-8 | 27,073.94 | 223.50 | | | | | | | | | | | | | | | 178.83 | | 317.38 | |
| | Const. | 138.55 | | | | | | | | | | 18,319.38 | 1,303.68 | 4,929.16 | 2,885.92 | 131.70 | 329.25 | 1,850.95 | 1,436.59 | 188,408.96 | 1,189.14 |
| | Total | 160,487.35 | 1,241.14 | 982.66 | 1,112.87 | 11,707.76 | 621.79 | | | | | 6.920 | | | | | | | | 6.920 | |
| | | | | | | | | | | | | | | | | | | | | 2,382.98 | 344.36 |
| 54A | Miles | | | | | | | | | | | 2,382.98 | 344.36 | | | | | | | 179.11 | 25.88 |
| | M-1 | | | | | | | | | | | 179.11 | 25.88 | | | | | | | 729.60 | 105.43 |
| | M-3 | | | | | | | | | | | 729.60 | 105.43 | | | | | | | 1,089.95 | 157.51 |
| | E-5 | | | | | | | | | | | 1,089.95 | 157.51 | | | | | | | 242.32 | 35.02 |
| | E-7 | | | | | | | | | | | 242.32 | 35.02 | | | | | | | 4,623.96 | 668.20 |
| | E-8 | | | | | | | | | | | | | | | | | | | 10.609 | |
| | Const. | | | | | | | | | | | 4,623.96 | 668.20 | | | | | 10.609 | | 199.99 | 18.85 |
| | Total | | | | | | | | | | | | | | | | | 199.99 | 18.85 | 1,418.17 | 133.68 |
| | | | | | | | | | | | | | | | | | | 1,418.17 | 133.68 | | |
| S-4B | Miles | | | | | | | | | | | | | | | | | | | 1,618.16 | 152.53 |
| | M-3 | | | | | | | | | | | | | | | | | 1,618.16 | 152.53 | | |
| | E-7 | | | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | | | | | | | | | | | | | | | | | | | | |

ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

Schedule #14 A
Auditing & Accounting Bureau

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| Rt. | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| 5 | Miles | 3.691 | | .284 | | .691 | | | | | | | | | | | | | | 4.666 | |
| | M-1 | $ 660.08 | $ 178.84 | $ 977.59 | $ 3,442.22 | $ 10.11 | $ 14.63 | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ 1,647.78 | $ 353.15 |
| | M-3 | 910.75 | 246.75 | 39.40 | 138.73 | | | | | | | | | | | | | | | 950.15 | 203.63 |
| | M-4 | 74.38 | 20.15 | | | | | | | | | | | | | | | | | 74.38 | 15.94 |
| | E-7 | 6,086.67 | 1,649.06 | | | | | | | | | | | | | | | | | 6,086.67 | 1,304.47 |
| | E-8 | 15.76 | 4.26 | | | | | | | | | | | | | | | | | 15.76 | 3.38 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 7,747.64 | 2,099.06 | 1,016.99 | 3,580.95 | 10.11 | 14.63 | | | | | | | | | | | | | 8,774.74 | 1,880.67 |
| 6 | Miles | 55.156 | | 2.879 | | 7.367 | | .507 | | | | | | | | .114 | | 3.609 | | 69.632 | |
| | M-1 | 2,828.66 | 51.28 | 2,028.93 | 704.73 | 2,005.87 | 272.29 | | | | | | | | | 2.99 | 26.23 | 5.07 | 1.40 | 6,871.62 | 98.68 |
| | M-2 | 597.19 | 10.83 | | | | | | | | | | | | | | | | | 597.19 | 8.58 |
| | M-3 | 21,118.30 | 382.88 | 365.67 | 127.01 | 688.31 | 93.43 | 31.52 | 62.17 | | | | | | | 15.71 | 137.81 | 1,590.91 | 440.82 | 23,810.42 | 341.95 |
| | M-4 | 3,460.80 | 62.75 | 17.64 | 6.13 | 37.01 | 5.02 | | | | | | | | | | | 31.25 | 8.66 | 3,546.70 | 50.93 |
| | E-5 | 4,484.67 | 81.31 | | | | | | | | | | | | | | | | | 4,484.67 | 64.41 |
| | E-7 | 11,449.23 | 207.58 | 1,106.43 | 384.31 | 1,055.40 | 143.26 | | | | | | | | | | | 1,822.64 | 505.03 | 15,433.80 | 221.65 |
| | E-8 | 10,823.29 | 196.23 | | | 218.20 | 29.62 | 239.41 | 472.21 | | | | | | | | | 191.33 | 53.01 | 11,472.23 | 164.76 |
| | Const. | 803.61 | | | | | | | | | | | | | | | | 235.74 | | 1,039.25 | |
| | Total | 55,565.75 | 992.86 | 3,518.67 | 1,222.18 | 4,004.89 | 543.62 | 270.93 | 534.38 | | | | | | | 18.70 | 164.04 | 3,876.94 | 1,008.92 | 67,255.88 | 950.96 |
| S-6 | Miles | .932 | | .867 | | | | | | | | | | | | | | | | 1.799 | |
| | M-1 | 67.67 | 72.61 | 268.93 | 310.18 | | | | | | | | | | | | | | | 336.60 | 187.10 |
| | M-3 | 44.93 | 48.21 | 123.37 | 142.30 | | | | | | | | | | | | | | | 168.30 | 93.56 |
| | M-4 | 24.40 | 26.18 | | | | | | | | | | | | | | | | | 24.40 | 13.56 |
| | E-7 | 191.75 | 205.74 | | | | | | | | | | | | | | | | | 191.75 | 106.59 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 328.75 | 352.74 | 392.30 | 452.48 | | | | | | | | | | | | | | | 721.05 | 400.80 |
| 7 | Miles | 1.223 | | | | 3.897 | | .190 | | | | | | | | | | | | 5.310 | |
| | M-1 | 23.50 | 19.22 | | | 83.79 | 21.50 | 2.40 | 12.63 | | | | | | | | | | | 109.69 | 20.66 |
| | M-3 | 123.69 | 101.14 | | | 424.00 | 108.80 | 4.57 | 24.05 | | | | | | | | | | | 552.26 | 104.00 |
| | M-4 | 3.60 | 2.94 | | | | | | | | | | | | | | | | | 3.60 | .68 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 150.79 | 123.30 | | | 507.79 | 130.30 | 6.97 | 36.68 | | | | | | | | | | | 665.55 | 125.34 |
| 8 | Miles | 23.830 | | | | | | | | | | | | .124 | | | | | | 23.954 | |
| | M-1 | 536.64 | 22.52 | | | | | | | | | | | 60.60 | 488.71 | | | | | 597.24 | 24.93 |
| | M-2 | 126.09 | 5.29 | | | | | | | | | | | | | | | | | 126.09 | 5.26 |
| | M-3 | 10,069.25 | 422.55 | | | | | | | | | | | 24.59 | 198.31 | | | | | 10,093.84 | 421.38 |
| | M-4 | 260.86 | 10.95 | | | | | | | | | | | 1.51 | 12.18 | | | | | 262.37 | 10.95 |
| | E-5 | 51.71 | 2.17 | | | | | | | | | | | | | | | | | 51.71 | 2.16 |
| | E-7 | 1,554.11 | 65.22 | | | | | | | | | | | 205.27 | 1,655.40 | | | | | 1,759.38 | 73.45 |
| | E-8 | 17,097.89 | 717.49 | | | | | | | | | | | 2,150.29 | 17,341.04 | | | | | 19,248.18 | 803.55 |
| | Const. | | | | | | | | | | | | | 2,442.26 | 19,695.64 | | | | | 32,138.81 | 1,341.58 |
| | Total | 29,696.55 | 1,246.19 | | | | | | | | | | | | | | | | | 24.230 | |
| 10 | Miles | 19.189 | | 3.797 | | | | 1.201 | | | | | | .043 | | | | | | 3,372.98 | 139.21 |
| | M-1 | 329.81 | 17.19 | 2,976.11 | 783.81 | | | 44.58 | 37.12 | | | | | 22.48 | 522.79 | | | | | 1,008.65 | 41.63 |
| | M-2 | 1,903.65 | 52.56 | | | | | | | | | | | | | | | | | 10,375.29 | 428.20 |
| | M-3 | 7,506.02 | 391.16 | 1,264.64 | 333.06 | | | 1,604.63 | 1,336.08 | | | | | | | | | | | 1,362.79 | 56.24 |
| | M-4 | 1,301.24 | 67.81 | | | | | 61.55 | 51.25 | | | | | | | | | | | 144.39 | 5.96 |
| | E-5 | 144.39 | 7.52 | | | | | | | | | | | | | | | | | 5,206.11 | 214.86 |
| | E-7 | 4,454.34 | 232.13 | 751.77 | 197.99 | | | | | | | | | | | | | | | 3,217.16 | 132.78 |
| | E-8 | 2,929.64 | 152.67 | 20.50 | 5.40 | | | 267.02 | 222.33 | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | 22.48 | 522.79 | | | | | 24,687.37 | 1,018.88 |
| | Total | 17,674.09 | 921.04 | 5,013.02 | 1,320.26 | | | 1,977.78 | 1,646.78 | | | | | | | 3.720 | | | | 16.900 | |
| 12 | Miles | 9.880 | | | | | | | | 3.300 | | | | | | | | | | 2,284.56 | 135.18 |
| | M-1 | 453.17 | 45.87 | | | | | | | 681.00 | 206.36 | | | 1,150.39 | 309.24 | | | | | 9,794.44 | 579.55 |
| | M-3 | 7,738.29 | 783.23 | | | | | | | 261.91 | 79.37 | | | 1,794.24 | 482.32 | | | | | 169.57 | 10.03 |
| | M-4 | 44.96 | 4.55 | | | | | | | | | | | 124.61 | 33.50 | | | | | 1,471.88 | 87.09 |
| | E-5 | 142.47 | 14.42 | | | | | | | | | | | 1,329.41 | 357.37 | | | | | 1,791.19 | 105.99 |
| | E-7 | 899.48 | 91.04 | | | | | | | | | | | 891.71 | 239.71 | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 15,511.64 | 917.84 |
| | Total | 9,278.37 | 939.11 | | | | | | | 942.91 | 285.73 | | | 5,290.36 | 1,422.14 | | | | | 5.164 | |
| 21 | Miles | 1.980 | | | | 3.097 | | | | | | | | .087 | | | | | | 957.81 | 185.48 |
| | M-1 | 587.89 | 296.91 | | | 367.06 | 118.52 | | | | | | | 2.86 | 32.87 | | | | | 4,498.54 | 871.13 |
| | M-3 | 2,879.50 | 1,454.29 | | | 1,619.04 | 522.78 | | | | | | | | | | | | | 267.61 | 51.80 |
| | M-4 | 236.01 | 119.20 | | | 31.50 | 10.17 | | | | | | | | | | | | | | |
| | E-5 | | | | | | | | | | | | | | | | | | | 187.82 | 36.37 |
| | E-7 | 187.82 | 94.86 | | | | | | | | | | | | | | | | | 1,350.71 | 261.56 |
| | E-8 | 1,350.71 | 682.18 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | 2.86 | 32.87 | | | | | 7,262.39 | 1,406.34 |
| | Total | 5,241.93 | 2,647.44 | | | 2,017.60 | 651.47 | | | | | | | | | | | | | .147 | |
| 22 | Miles | .147 | | | | | | | | | | | | | | | | | | 55.85 | 379.93 |
| | M-3 | 55.85 | 379.93 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 55.85 | 379.93 |
| | Total | 55.85 | 379.93 | | | | | | | 6.859 | | | | .190 | | | | 2.650 | | 55.735 | |
| 23 | Miles | 45.996 | | | | .040 | | | | 1,282.44 | 179.68 | | | 15.70 | 82.63 | | | 1,207.87 | 455.80 | 5,192.99 | 93.17 |
| | M-1 | 2,721.62 | 59.17 | | | 15.36 | 384.00 | | | 747.84 | 109.03 | | | | | | | 499.68 | 188.56 | 15,156.63 | 271.94 |
| | M-3 | 13,909.11 | 302.40 | | | 1.94 | 48.50 | | | 89.39 | 13.03 | | | 7.74 | 40.74 | | | 28.84 | 10.88 | 2,005.37 | 35.98 |
| | M-4 | 1,877.46 | 40.82 | | | | | | | | | | | | | | | | | 313.18 | 5.62 |
| | E-5 | 313.18 | 6.81 | | | | | | | 186.02 | 27.12 | | | | | | | 388.69 | 146.68 | 9,228.94 | 165.55 |
| | E-7 | 8,652.23 | 188.11 | | | | | | | 187.56 | 27.35 | | | 219.44 | 1,154.95 | | | | | 667.41 | 11.80 |
| | E-8 | 250.41 | 5.44 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | 17.30 | 432.50 | | | 2,443.25 | 356.21 | | | 242.88 | 1,278.32 | | | 2,125.08 | 801.92 | 32,552.52 | 584.06 |
| | Total | 27,724.01 | 602.75 | | | | | | | | | | | | | | | | | | |

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost insurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| Rt. | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| 24 | Miles | 24.730 | | 2.299 | | 4.865 | | .231 | | | | | | | | | | | | 32.125 | |
| | M-1 | $ 2,025.27 | $ 81.90 | $ 506.80 | $ 220.44 | $ 82.55 | $ 16.97 | $ 6.84 | $ 29.61 | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ 2,621.46 | $ 81.60 |
| | M-2 | | | | | 213.86 | 43.96 | | | | | | | | | | | | | 213.86 | 6.66 |
| | M-3 | 8,888.34 | 359.43 | 471.93 | 205.28 | 495.81 | 101.91 | 36.34 | 157.32 | | | | | | | | | | | 9,892.92 | 307.96 |
| | M-4 | 1,000.36 | 40.45 | | | | | | | | | | | | | | | | | 1,000.36 | 31.14 |
| | E-7 | 5,271.34 | 213.16 | 285.32 | 123.24 | 143.71 | 29.54 | | | | | | | | | | | | | 5,698.37 | 177.38 |
| | E-8 | 4,928.45 | 199.29 | | | | | | | | | | | | | | | | | 4,928.45 | 153.41 |
| | Const. | | | | | | | | | | | | | | | | | | | 24,355.42 | 758.14 |
| | Total | 22,114.26 | 894.23 | 1,262.05 | 548.96 | 935.93 | 192.38 | 43.18 | 186.93 | | | | | | | | | | | 10.658 | |
| 8-24 | Miles | 10.465 | | | | .044 | | | | | | | | .149 | | | | | | | |
| | M-1 | 755.17 | 72.16 | | | | | | | | | | | | | | | | | 755.17 | 70.85 |
| | M-2 | 761.31 | 72.75 | | | | | | | | | | | | | | | | | 761.31 | 71.43 |
| | M-3 | 5,769.36 | 551.30 | | | | | | | | | | | | | | | | | 5,769.36 | 541.32 |
| | M-4 | 428.30 | 40.93 | | | | | | | | | | | | | | | | | 428.30 | 40.19 |
| | E-5 | 132.46 | 12.66 | | | | | | | | | | | | | | | | | 132.46 | 12.43 |
| | E-7 | 85.65 | 8.18 | | | | | | | | | | | | | | | | | 85.65 | 8.04 |
| | Const. | | | | | | | | | | | | | | | | | | | 7,932.25 | 744.26 |
| | Total | 7,932.25 | 757.98 | | | | | | | | | | | | | | | | | 104.180 | |
| 25 | Miles | 71.618 | | 20.034 | | 7.230 | | 4.973 | | | | | | .325 | | | | | | | |
| | M-1 | 11,646.45 | 162.62 | 16,406.78 | 818.96 | 4,667.84 | 645.62 | 3,633.00 | 730.54 | | | | | 507.15 | 156.04 | | | | | 36,861.20 | 353.82 |
| | M-2 | 5,107.56 | 71.32 | | | 261.05 | 36.11 | | | | | | | | | | | | | 5,368.61 | 51.53 |
| | M-3 | 74,091.87 | 1,034.54 | 13,132.89 | 655.63 | 7,319.98 | 1,012.45 | 11,786.89 | 2,370.18 | | | | | 14.04 | 4.32 | | | | | 106,345.67 | 1,020.79 |
| | M-4 | 1,400.21 | 19.55 | 627.41 | 31.32 | 68.74 | 9.51 | 582.03 | 117.04 | | | | | 17.25 | 5.31 | | | | | 2,695.64 | 25.88 |
| | E-5 | 3,587.55 | 50.09 | | | 1,535.33 | 212.36 | | | | | | | 328.62 | 101.11 | | | | | 5,451.50 | 52.33 |
| | E-7 | 11,983.76 | 167.33 | 5,627.50 | 280.90 | 115.78 | 16.01 | 107.56 | 21.63 | | | | | 675.37 | 207.81 | | | | | 18,509.97 | 177.67 |
| | E-8 | 4,203.15 | 58.69 | 51.47 | 2.57 | | | 4,307.57 | 866.19 | | | | | | | | | | | 8,562.19 | 82.19 |
| | Const. | 15,143.31 | | | | | | | | | | | | | | | | | | 15,143.31 | |
| | Total | 127,163.86 | 1,564.14 | 35,846.05 | 1,789.27 | 13,968.72 | 1,932.06 | 20,417.05 | 4,105.58 | | | | | 1,542.41 | 474.59 | | | | | 198,938.09 | 1,764.21 |
| 26 | Miles | 25.161 | | | | .687 | | | | | | | | | | | | | | 25.848 | |
| | M-1 | 4,096.30 | 162.80 | | | 46.52 | 67.71 | | | | | | | | | | | | | 4,142.82 | 160.28 |
| | M-2 | 491.76 | 19.54 | | | | | | | | | | | | | | | | | 491.76 | 19.03 |
| | M-3 | 20,599.90 | 818.72 | | | 151.86 | 221.05 | | | | | | | | | | | | | 20,751.76 | 802.84 |
| | M-4 | 443.65 | 17.63 | | | | | | | | | | | | | | | | | 443.65 | 17.19 |
| | E-5 | 1,011.99 | 40.22 | | | | | | | | | | | | | | | | | 1,011.99 | 39.15 |
| | E-7 | 1,177.36 | 46.79 | | | | | | | | | | | | | | | | | 1,177.36 | 45.55 |
| | E-8 | 1,676.71 | 66.64 | | | | | | | | | | | | | | | | | 1,676.71 | 64.87 |
| | Const. | | | | | | | | | | | | | | | | | | | 29,695.03 | 1,148.91 |
| | Total | 29,497.65 | 1,172.34 | | | 198.38 | 288.76 | | | | | | | | | | | 1,400 | | 44.402 | |
| 27 | Miles | 18.205 | | .821 | | 22.836 | | 1.140 | | | | | | | | | | 589.93 | 421.38 | 15,880.75 | 357.66 |
| | M-1 | 4,151.24 | 228.03 | 1,705.82 | 2,077.73 | 9,302.85 | 407.38 | 130.91 | 114.83 | | | | | | | | | | | 1,694.04 | 38.15 |
| | M-2 | 473.82 | 26.03 | | | 1,220.22 | 53.43 | | | | | | | | | | | | | 24,275.88 | 546.73 |
| | M-3 | 11,591.37 | 636.71 | 938.40 | 1,143.00 | 11,628.88 | 509.23 | 117.23 | 102.83 | | | | | | | | | | | 516.24 | 11.63 |
| | M-4 | 305.90 | 16.80 | 30.09 | 36.65 | 180.25 | 7.89 | | | | | | | | | | | 25.18 | 17.99 | 25.18 | .57 |
| | E-5 | | | | | | | | | | | | | | | | | 161.00 | 115.00 | 6,586.62 | 148.34 |
| | E-7 | 236.46 | 12.99 | | | 6,189.16 | 271.03 | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | 776.11 | 554.37 | 48,978.71 | 1,103.08 |
| | Total | 16,756.79 | 920.56 | 2,674.31 | 3,257.38 | 28,521.36 | 1,248.96 | 248.14 | 217.66 | | | | | | | | | | | 56.025 | |
| 28 | Miles | 60.617 | | .036 | | 5.372 | | | | | | | | | | | | | | 7,206.26 | 128.63 |
| | M-1 | 6,836.68 | 135.07 | | | 369.58 | 68.80 | | | | | | | | | | | | | 152.20 | 2.72 |
| | M-2 | 116.35 | 2.30 | | | 35.85 | 6.67 | | | | | | | | | | | | | 30,331.50 | 541.39 |
| | M-3 | 28,098.72 | 555.12 | 30.00 | 833.33 | 2,202.78 | 410.05 | | | | | | | | | | | | | 721.06 | 12.87 |
| | M-4 | 664.14 | 13.12 | | | 56.92 | 10.59 | | | | | | | | | | | | | 4,482.20 | 80.00 |
| | E-5 | 4,482.20 | 88.55 | | | | | | | | | | | | | | | | | 13,425.20 | 239.65 |
| | E-7 | 12,688.44 | 250.28 | | | 756.76 | 140.87 | | | | | | | | | | | | | 2,427.81 | 43.33 |
| | E-8 | 2,403.28 | 47.48 | | | 24.53 | 4.57 | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 58,746.25 | 1,048.57 |
| | Total | 55,269.81 | 1,091.92 | 30.00 | 833.33 | 3,446.42 | 641.55 | | | | | | | .275 | | | | | | 8.449 | |
| 8-28 | Miles | 8.174 | | | | | | | | | | | | 200.07 | 727.53 | | | | | 1,475.00 | 174.58 |
| | M-1 | 1,274.93 | 155.97 | | | | | | | | | | | | | | | | | 4,373.15 | 517.69 |
| | M-2 | 4,373.15 | 535.01 | | | | | | | | | | | | | | | | | 3,586.25 | 424.46 |
| | M-3 | 3,586.25 | 438.74 | | | | | | | | | | | | | | | | | 451.07 | 53.39 |
| | M-4 | 451.07 | 55.18 | | | | | | | | | | | | | | | | | 1,053.75 | 124.72 |
| | E-5 | 1,053.75 | 128.91 | | | | | | | | | | | | | | | | | 104.04 | 12.31 |
| | E-7 | 104.04 | 12.75 | | | | | | | | | | | | | | | | | 998.15 | 118.14 |
| | E-8 | 998.15 | 122.11 | | | | | | | | | | | | | | | | | 12,041.41 | 1,425.19 |
| | Const. | | | | | | | | | | | | | 200.07 | 727.53 | | | | | 46.955 | |
| | Total | 11,841.34 | 1,448.65 | | | | | | | | | | | | | | | | | 6,981.40 | 148.68 |
| 29 | Miles | 45.881 | | .406 | | .668 | | | | | | | | | | | | | | 1,692.67 | 36.05 |
| | M-1 | 6,229.64 | 135.78 | 228.83 | 563.62 | 522.93 | 782.83 | | | | | | | | | | | | | 31,772.88 | 676.67 |
| | M-2 | 1,692.67 | 36.89 | | | 452.20 | 676.95 | | | | | | | | | | | | | 560.92 | 11.94 |
| | M-3 | 31,320.68 | 682.65 | | | | | | | | | | | | | | | | | 4,566.25 | 97.25 |
| | M-4 | 560.92 | 12.23 | | | | | | | | | | | | | | | | | 7,089.83 | 150.99 |
| | E-5 | 4,566.25 | 99.52 | | | 10.22 | 15.30 | | | | | | | | | | | | | 336.00 | 7.16 |
| | E-7 | 7,079.61 | 154.30 | | | | | | | | | | | | | | | | | | |
| | E-8 | 336.00 | 7.32 | | | | | | | | | | | | | | | | | 52,999.95 | 1,128.74 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 51,785.77 | 1,128.69 | 228.83 | 563.62 | 985.35 | 1,475.08 | | | | | | | | | | | | | | |

Schedule #14-C

Auditing & Accounting Bureau

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL YEAR.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| Rt. | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| 29A | Miles | 2.997 | | | | | | | | | | | | | | | | .852 | | 3.849 | |
| | M-3 | $ 2,938.03 | $ 980.32 | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ 2,938.03 | $ 763.32 |
| | M-4 | 152.51 | 50.89 | | | | | | | | | | | | | | | | | 152.51 | 39.62 |
| | E-7 | 599.88 | 200.16 | | | | | | | | | | | | | | | | | 599.88 | 155.85 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 3,690.42 | 1,231.57 | | | | | | | | | | | | | | | | | 3,690.42 | 958.79 |
| 30 | Miles | 47.467 | | .152 | | .020 | | | | .131 | | | | .500 | | | | | | 48.270 | |
| | M-1 | 4,092.06 | 86.21 | 233.51 | 1,536.25 | | | | | 149.56 | 1,141.68 | | | 839.30 | 1,678.60 | | | | | 5,314.45 | 110.10 |
| | M-2 | 897.92 | 18.93 | | | | | | | | | | | | | | | | | 897.92 | 18.60 |
| | M-3 | 30,423.04 | 640.93 | 25.56 | 168.16 | | | | | | | | | 93.46 | 186.92 | | | | | 30,542.06 | 632.73 |
| | M-4 | 1,171.35 | 24.68 | | | | | | | 2.26 | 17.25 | | | | | | | | | 1,173.61 | 24.31 |
| | E-5 | 8,761.66 | 184.58 | | | | | | | | | | | 224.92 | 449.84 | | | | | 8,986.58 | 186.17 |
| | E-7 | 12,837.25 | 270.44 | | | | | | | | | | | | | | | | | 12,837.25 | 265.95 |
| | E-8 | 1,629.94 | 34.34 | | | | | | | | | | | | | | | | | 1,629.94 | 33.77 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 59,813.22 | 1,260.11 | 259.07 | 1,704.41 | | | | | 151.82 | 1,158.93 | | | 1,157.68 | 2,315.36 | | | | | 61,381.79 | 1,271.63 |
| 31 | Miles | 48.204 | | .787 | | 2.500 | | | | 3.458 | | | | 1.200 | | | | | | 56.149 | |
| | M-1 | 1,279.99 | 26.55 | 35.64 | 45.29 | 125.76 | 50.30 | | | 4,667.93 | 1,347.00 | | | 76.52 | 63.77 | | | | | 6,175.84 | 109.99 |
| | M-3 | 20,044.91 | 415.83 | 295.93 | 376.02 | 1,437.81 | 575.12 | | | 935.09 | 270.41 | | | 206.30 | 171.92 | | | | | 22,920.04 | 408.20 |
| | M-4 | 1,006.68 | 20.88 | 5.43 | 6.90 | | | | | 4.86 | 1.41 | | | | | | | | | 1,016.97 | 18.11 |
| | E-5 | 9,091.94 | 188.61 | | | 6,730.26 | 2,692.10 | | | 272.69 | 78.86 | | | | | | | | | 16,094.89 | 286.65 |
| | E-7 | 10,855.51 | 225.20 | 61.66 | 78.35 | 875.82 | 350.33 | | | | | | | 122.87 | 102.39 | | | | | 11,915.86 | 212.22 |
| | E-8 | 18,627.77 | 386.44 | 17.32 | 22.01 | | | | | | | | | | | | | | | 18,645.09 | 332.06 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 60,906.80 | 1,263.51 | 415.98 | 528.57 | 9,169.65 | 3,667.85 | | | 5,870.57 | 1,697.68 | | | 405.69 | 338.08 | | | | | 76,768.69 | 1,367.23 |
| S-31 | Miles | 14.570 | | | | .048 | | | | 2.300 | | 2.600 | | .451 | | | | | | 19.969 | |
| | M-1 | 439.88 | 30.18 | | | | | | | 802.87 | 349.07 | 651.31 | 250.50 | 138.61 | 307.34 | | | | | 2,032.47 | 101.78 |
| | M-2 | 243.28 | 16.70 | | | | | | | | | | | | | | | | | 243.28 | 12.18 |
| | M-3 | 6,895.16 | 473.24 | | | | | | | 615.62 | 267.66 | 407.75 | 156.83 | 107.96 | 239.38 | | | | | 8,026.49 | 401.95 |
| | M-4 | 807.95 | 55.45 | | | 3.60 | 75.00 | | | 15.53 | 6.75 | 9.08 | 3.49 | 17.29 | 38.34 | | | | | 853.45 | 42.74 |
| | E-7 | 249.02 | 17.09 | | | | | | | 261.87 | 113.86 | | | | | | | | | 510.89 | 25.58 |
| | E-8 | 226.83 | 15.57 | | | | | | | | | | | | | | | | | 226.83 | 11.36 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 8,861.92 | 608.23 | | | 3.60 | 75.00 | | | 1,695.89 | 737.34 | 1,068.14 | 410.82 | 263.86 | 585.06 | | | | | 11,893.41 | 595.59 |
| 32 | Miles | 11.993 | | 7.158 | | 1.426 | | | | | | | | | | | | | | 20.577 | |
| | M-1 | 1,077.98 | 89.88 | 1,544.14 | 215.72 | 43.70 | 30.65 | | | | | | | | | | | | | 2,665.82 | 129.55 |
| | M-2 | | | 515.06 | 71.96 | | | | | | | | | | | | | | | 515.06 | 25.03 |
| | M-3 | 5,582.56 | 298.72 | 2,221.24 | 310.32 | 283.50 | 198.81 | | | | | | | | | | | | | 6,087.30 | 295.83 |
| | M-4 | 244.97 | 20.43 | 112.88 | 15.77 | 14.53 | 10.19 | | | | | | | | | | | | | 372.38 | 18.10 |
| | E-7 | 2,170.39 | 180.97 | 1,238.43 | 173.01 | | | | | | | | | | | | | | | 3,408.82 | 165.66 |
| | E-8 | 3,347.82 | 279.15 | 225.79 | 31.54 | | | | | | | | | | | | | | | 3,573.61 | 173.67 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 10,423.72 | 869.15 | 5,857.54 | 818.32 | 341.73 | 239.65 | | | | | | | | | | | | | 16,622.99 | 807.84 |
| 33 | Miles | 35.597 | | 1.200 | | .949 | | | | | | | | | | | | | | 37.746 | |
| | M-1 | 1,660.05 | 46.63 | 274.93 | 229.11 | 74.15 | 78.13 | | | | | | | | | | | | | 2,009.13 | 53.23 |
| | M-2 | 369.22 | 10.37 | | | | | | | | | | | | | | | | | 369.22 | 9.78 |
| | M-3 | 17,456.81 | 490.40 | 954.80 | 795.67 | 139.02 | 146.49 | | | | | | | | | | | | | 18,550.63 | 491.46 |
| | M-4 | 380.75 | 10.70 | | | | | | | | | | | | | | | | | 380.75 | 10.09 |
| | E-5 | 933.48 | 26.22 | | | | | | | | | | | | | | | | | 933.48 | 24.73 |
| | E-7 | 3,963.77 | 111.35 | 238.39 | 198.66 | 198.01 | 208.65 | | | | | | | | | | | | | 4,400.17 | 116.57 |
| | Const. | | | | | | | | | | | | | | | | | | | 26,643.38 | 705.86 |
| | Total | 24,764.08 | 695.67 | 1,468.12 | 1,223.44 | 411.18 | 433.27 | | | | | | | | | | | | | 25.780 | |
| 34 | Miles | 25.683 | | | | .097 | | | | | | | | | | | | | | 2,049.36 | 79.49 |
| | M-1 | 2,049.36 | 79.79 | | | | | | | | | | | | | | | | | 18,385.70 | 713.18 |
| | M-3 | 18,385.70 | 715.87 | | | | | | | | | | | | | | | | | 646.42 | 25.07 |
| | M-4 | 646.42 | 25.17 | | | | | | | | | | | | | | | | | 954.56 | 37.03 |
| | E-5 | 954.56 | 37.17 | | | | | | | | | | | | | | | | | 48,188.66 | 1,869.23 |
| | E-7 | 48,188.66 | 1,876.29 | | | | | | | | | | | | | | | | | 88.15 | 3.42 |
| | E-8 | 88.15 | 3.45 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 70,312.35 | 2,727.42 |
| | Total | 70,312.35 | 2,737.72 | | | | | | | | | | | | | | | | | 67.665 | |
| 35 | Miles | 50.683 | | 2.210 | | 13.056 | | | | | | | | .437 | | 1.146 | | .133 | | | |
| | M-1 | 4,563.35 | 90.04 | 566.61 | 256.38 | 5,853.56 | 433.02 | | | | | | | 3,229.44 | 7,390.02 | 3,455.85 | 3,015.58 | | | 17,468.79 | 258.17 |
| | M-3 | 36,659.40 | 723.31 | 263.14 | 119.07 | 9,343.48 | 715.65 | | | | | | | 473.51 | 1,083.55 | 13.60 | 11.78 | 119.44 | 898.05 | 46,872.47 | 692.71 |
| | M-4 | 1,685.71 | 33.26 | | | 41.04 | 3.14 | | | | | | | 52.94 | 121.14 | | | | | 1,779.69 | 26.30 |
| | E-5 | 489.02 | 9.65 | | | | | | | | | | | | | | | | | 489.02 | 7.23 |
| | E-7 | 9,964.89 | 196.61 | | | 432.80 | 33.15 | | | | | | | 49.34 | 112.91 | 153.85 | 134.25 | 30.34 | 228.12 | 10,631.22 | 157.13 |
| | E-8 | 967.97 | 19.10 | | | | | | | | | | | | | | | | | 967.97 | 14.31 |
| | Const. | 674.94 | | | | | | | | | | | | | | | | | | 674.94 | |
| | Total | 55,005.26 | 1,071.97 | 829.75 | 375.45 | 15,470.88 | 1,184.96 | | | | | | | 3,805.23 | 8,707.62 | 3,623.20 | 3,161.61 | 149.78 | 1,126.17 | 78,884.10 | 1,156.84 |
| 36 | Miles | 14.100 | | | | | | | | | | | | | | | | .240 | | 14.340 | |
| | M-1 | 1,688.47 | 117.27 | | | | | | | | | | | | | | | | | 1,353.47 | 115.30 |
| | M-3 | 8,328.30 | 590.66 | | | | | | | | | | | | | | | 74.09 | 308.71 | 8,402.39 | 585.94 |
| | M-4 | 553.85 | 39.28 | | | | | | | | | | | | | | | | | 553.85 | 38.62 |
| | E-5 | | | | | | | | | | | | | | | | | 4.57 | 19.04 | 4.57 | .32 |
| | E-7 | 2,018.62 | 143.16 | | | | | | | | | | | | | | | | | 2,018.62 | 140.77 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 12,554.24 | 890.37 | | | | | | | | | | | | | | | 78.66 | 327.75 | 12,632.90 | 880.95 |

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF PAVEMENT

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on Paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| Rt. | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| | | | | | | | | | | | | | | 1.038 | | | | | | 25.359 | |
| | Miles | 22.489 | | 1.093 | | .719 | | | | | | | | $ 4,238.66 | $ 4,083.49 | $ | $ | $ | $ | $ 5,510.34 | $ 209.57 |
| | M-1 | $ 726.88 | $ 32.32 | $ 127.81 | $ 116.94 | $ 216.99 | $ 301.79 | $ | $ | $ | $ | $ | $ | | | | | | | 19.21 | .76 |
| | M-2 | 19.21 | .85 | | | | | | | | | | | 428.43 | 412.75 | | | | | 13,023.86 | 515.98 |
| | M-3 | 10,174.71 | 452.43 | 1,279.90 | 1,171.00 | 1,140.82 | 1,586.68 | | | | | | | 41.55 | 40.03 | | | | | 479.90 | 18.94 |
| 37 | M-4 | 438.35 | 19.49 | | | | | | | | | | | | | | | | | 4,163.48 | 164.31 |
| | E-5 | 4,163.48 | 185.13 | | | | | | | | | | | 47.10 | 45.38 | | | | | 7,325.93 | 289.12 |
| | E-7 | 6,087.56 | 270.69 | 14.62 | 13.38 | 1,176.65 | 1,636.51 | | | | | 3,179.25 | | | | | | | | 3,179.25 | |
| | Const. | | | | | | | | | | | 3,179.25 | | 4,755.74 | 4,581.65 | | | | | 33,501.97 | 1,196.68 |
| | Total | 21,610.19 | 960.91 | 1,422.33 | 1,301.32 | 2,534.46 | 3,524.98 | | | | | | | | | | | | | 16,687 | |
| | Miles | 16,687 | | | | | | | | | | | | | | | | | | 583.11 | 34.94 |
| | M-1 | 583.11 | 34.94 | | | | | | | | | | | | | | | | | 17,743.29 | 1,063.30 |
| | M-3 | 17,743.29 | 1,063.30 | | | | | | | | | | | | | | | | | 287.15 | 17.21 |
| | M-4 | 287.15 | 17.21 | | | | | | | | | | | | | | | | | 266.51 | 15.97 |
| 38 | E-5 | 266.51 | 15.97 | | | | | | | | | | | | | | | | | 7,740.06 | 463.84 |
| | E-7 | 7,740.06 | 463.84 | | | | | | | | | | | | | | | | | 118.77 | 7.12 |
| | E-8 | 118.77 | 7.12 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 26,738.89 | 1,602.38 |
| | Total | 26,738.89 | 1,602.38 | | | | | | | | | | | | | | | | | 38,449 | |
| | Miles | 29.944 | | 7.735 | | .249 | | | | | | | | .521 | | | | | | 6,298.42 | 163.81 |
| | M-1 | 1,222.59 | 40.83 | 4,997.18 | 646.05 | 11.13 | 44.70 | | | | | | | 67.52 | 129.60 | | | | | 24,589.06 | 639.52 |
| | M-3 | 16,089.86 | 537.33 | 8,458.03 | 1,093.48 | 34.97 | 140.44 | | | | | | | 6.20 | 11.90 | | | | | 168.22 | 4.38 |
| | M-4 | 129.97 | 4.34 | 38.25 | 4.95 | | | | | | | | | | | | | | | 682.24 | 17.74 |
| 39 | E-5 | 682.24 | 22.78 | | | | | | | | | | | | | | | | | 4,456.94 | 115.92 |
| | E-7 | 2,296.17 | 76.68 | 2,160.77 | 279.35 | | | | | | | | | | | | | | | 3,080.92 | 80.13 |
| | E-8 | 3,080.92 | 102.89 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | 73.72 | 141.60 | | | | | 39,275.80 | 1,021.50 |
| | Total | 23,501.75 | 784.86 | 15,654.23 | 2,023.83 | 46.10 | 185.14 | | | | | | | | | | | | | 58.093 | |
| | Miles | 56.041 | | 3.052 | | | | | | | | | | | | | | | | 6,043.46 | 104.05 |
| | M-1 | 1,731.43 | 31.46 | 4,312.03 | 1,412.85 | | | | | | | | | | | | | | | 54,893.00 | 944.92 |
| | M-3 | 54,723.09 | 994.22 | 169.91 | 55.67 | | | | | | | | | | | | | | | 557.71 | 9.60 |
| | M-4 | 557.71 | 10.13 | | | | | | | | | | | | | | | | | 1,544.29 | 26.58 |
| 40 | E-5 | 1,544.29 | 28.06 | | | | | | | | | | | | | | | | | 80,280.38 | 1,381.93 |
| | E-7 | 80,280.38 | 1,458.56 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 143,318.84 | 2,467.06 |
| | Total | 138,836.90 | 2,522.43 | 4,481.94 | 1,468.52 | | | | | | | | | | | | | | | 23.190 | |
| | Miles | 23.190 | | | | | | | | | | | | | | | | | | 943.19 | 40.67 |
| | M-1 | 943.19 | 40.67 | | | | | | | | | | | | | | | | | 17,359.86 | 747.73 |
| | M-3 | 17,359.86 | 747.73 | | | | | | | | | | | | | | | | | 312.84 | 13.49 |
| | M-4 | 312.84 | 13.49 | | | | | | | | | | | | | | | | | 4,572.07 | 197.16 |
| S-40 | E-7 | 4,572.07 | 197.16 | | | | | | | | | | | | | | | | | 903.87 | 38.98 |
| | E-8 | 903.87 | 38.98 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 24,071.83 | 1,038.03 |
| | Total | 24,071.83 | 1,038.03 | | | | | | | | | | | | | | | | | 9.390 | |
| | Miles | 9.001 | | | | | | | | | | | | .389 | | | | | | 549.15 | 58.48 |
| | M-1 | 281.87 | 31.32 | | | | | | | | | | | 267.26 | 687.04 | | | | | 8,213.46 | 874.70 |
| | M-3 | 7,662.46 | 851.29 | | | | | | | | | | | 551.00 | 1,416.45 | | | | | 217.45 | 23.16 |
| | M-4 | 211.88 | 23.54 | | | | | | | | | | | 5.57 | 14.32 | | | | | 2,020.65 | 216.19 |
| 41 | E-7 | 2,020.65 | 224.49 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | 823.83 | 2,117.81 | | | | | 11,000.69 | 1,171.53 |
| | Total | 10,176.86 | 1,130.64 | | | | | | | | | 1.340 | | | | | | | | 20.628 | |
| | Miles | 18.768 | | .520 | | | | | | | | 135.15 | 100.86 | | | | | | | 1,049.90 | 50.90 |
| | M-1 | 862.19 | 45.94 | 52.56 | 101.08 | | | | | | | 646.44 | 482.42 | | | | | | | 10,773.71 | 522.29 |
| | M-3 | 9,875.87 | 526.21 | 251.40 | 483.46 | | | | | | | | | | | | | | | 234.30 | 11.36 |
| | M-4 | 234.30 | 12.48 | | | | | | | | | | | | | | | | | 828.07 | 40.14 |
| S-41 | E-5 | 828.07 | 44.12 | | | | | | | | | | | | | | | | | 5,590.34 | 271.01 |
| | E-7 | 5,590.34 | 297.87 | | | | | | | | | | | | | | | | | 4,083.07 | 197.94 |
| | E-8 | 4,083.07 | 217.56 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 22,559.39 | 1,093.64 |
| | Total | 21,473.84 | 1,144.17 | 303.96 | 584.54 | | | | | | | 781.59 | 583.28 | | | | | | | 46.356 | |
| | Miles | 42.921 | | | | 3.435 | | | | | | | | | | | | | | 1,202.30 | 25.94 |
| | M-1 | 924.95 | 21.55 | | | 277.35 | 80.74 | | | | | | | | | | | | | 1,225.52 | 26.44 |
| | M-2 | 1,226.52 | 28.55 | | | | | | | | | | | | | | | | | 19,342.24 | 417.25 |
| | M-3 | 18,574.81 | 432.76 | | | 767.43 | 223.41 | | | | | | | | | | | | | 614.05 | 13.25 |
| | M-4 | 584.84 | 13.63 | | | 29.21 | 8.50 | | | | | | | | | | | | | 667.76 | 14.41 |
| 42 | E-5 | 667.76 | 15.56 | | | | | | | | | | | | | | | | | 15,324.70 | 330.59 |
| | E-7 | 15,173.97 | 353.53 | | | 150.73 | 43.88 | | | | | | | | | | | | | 384.36 | 8.29 |
| | E-8 | 384.36 | 8.96 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 38,760.93 | 836.17 |
| | Total | 37,536.21 | 874.54 | | | 1,224.72 | 356.53 | | | | | | | | | | | | | | |

Schedule #14 -E

Auditing & Accounting Bureau

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF PAVEMENT

**ORDINARY MAINTENANCE:**
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL year.

**EXTRAORDINARY REPAIRS:**
E-5 Resurfacing, rebuilding, heavy patching-main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| 45 | Miles | 47.369 | | | | | | | | | | -15.800 | | | | | | | | 47.869 | |
| | M-1 | $ 6,706.89 | $ 140.11 | $ | $ | $ | $ | $ | $ | $ | $ | $ 3,086.81 | $ 195.36 | $ | $ | $ | $ | $ | $ | $ 9,793.60 | $ 204.59 |
| | M-3 | 20,386.81 | 425.89 | | | | | | | | | | | | | | | | | 20,386.81 | 426.89 |
| | M-4 | 327.28 | 6.84 | | | | | | | | | | | | | | | | | 327.28 | 6.84 |
| | E-5 | 2,295.78 | 47.96 | | | | | | | | | | | | | | | | | 2,295.78 | 47.96 |
| | E-7 | 13,846.82 | 289.26 | | | | | | | | | | | | | | | | | 13,846.82 | 289.26 |
| | E-8 | 400.63 | 8.37 | | | | | | | | | | | | | | | | | 400.63 | 8.37 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 43,964.21 | 918.45 | | | | | | | | | | | | | | | | | 47,050.82 | 982.91 |
| 44 | Miles | 16.908 | | 9.100 | | | | | | 3.644 | | 3,086.81 | 195.36 | | | | | | | 31.467 | |
| | M-1 | 1,632.18 | 102.60 | 11,159.17 | 1,226.28 | | | | | | | | | 2.718 | | | | .097 | | | |
| | M-3 | 7,250.77 | 455.79 | 6,028.32 | 662.45 | | | | | 526.99 | 144.69 | | | 256.15 | 94.24 | | | 61.21 | 631.03 | 13,635.60 | 433.33 |
| | M-4 | 232.75 | 14.63 | 205.16 | 22.55 | | | | | 1,350.00 | 370.47 | | | 1,492.75 | 549.21 | | | | | 16,121.84 | 512.34 |
| | E-5 | 1,189.72 | 74.79 | | | | | | | 32.46 | 8.91 | | | 118.97 | 43.77 | | | | | 589.34 | 18.73 |
| | E-7 | 2,390.93 | 150.30 | 17,428.98 | 1,915.27 | | | | | | | | | | | | | | | 1,189.72 | 37.81 |
| | E-8 | 396.99 | 24.96 | | | | | | | | | | | | | | | | | 19,819.91 | 629.86 |
| | Const. | | | | | | | | | | | | | | | | | | | 396.99 | 12.62 |
| | Total | 13,093.34 | 823.07 | 34,821.63 | 3,826.55 | | | | | 1,909.35 | 523.97 | | | 1,867.87 | 687.22 | | | 61.21 | 631.03 | 51,753.40 | 1,644.69 |
| 45 | Miles | 29.903 | | 6.742 | | .660 | | | | | | | | .930 | | | | | | 38.235 | |
| | M-1 | 2,648.20 | 88.56 | 4,445.18 | 659.33 | 77.69 | 117.71 | | | | | | | 146.96 | 158.02 | | | | | 7,318.03 | 191.40 |
| | M-2 | 50.81 | 1.70 | | | | | | | | | | | | | | | | | 50.81 | 1.33 |
| | M-3 | 14,054.95 | 470.02 | 2,792.24 | 414.16 | 172.28 | 261.03 | | | | | | | 22.81 | 24.53 | | | | | 17,042.28 | 445.72 |
| | M-4 | 126.24 | 4.22 | 1.61 | .24 | | | | | | | | | | | | | | | 127.85 | 3.34 |
| | E-5 | 1,374.80 | 45.98 | | | | | | | | | | | | | | | | | 1,374.80 | 35.96 |
| | E-7 | 21,190.98 | 708.66 | 477.75 | 70.86 | | | | | | | | | | | | | | | 21,668.73 | 566.72 |
| | E-8 | 2,959.11 | 98.96 | | | | | | | | | | | | | | | | | 2,959.11 | 77.39 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 42,405.09 | 1,418.10 | 7,716.78 | 1,144.59 | 249.97 | 378.74 | | | | | | | 169.77 | 182.55 | | | | | 50,541.61 | 1,321.86 |
| 46 | Miles | 20.667 | | | | | | | | | | | | | | | | | | 20.667 | |
| | M-1 | 849.34 | 41.10 | | | | | | | | | | | | | | | | | 849.34 | 41.10 |
| | M-3 | 9,076.39 | 439.17 | | | | | | | | | | | | | | | | | 9,076.39 | 439.17 |
| | M-4 | 41.56 | 2.01 | | | | | | | | | | | | | | | | | 41.56 | 2.01 |
| | E-5 | 192.63 | 9.32 | | | | | | | | | | | | | | | | | 192.63 | 9.32 |
| | E-7 | 9,439.79 | 456.76 | | | | | | | | | | | | | | | | | 9,439.79 | 456.76 |
| | E-8 | 63.76 | 3.09 | | | | | | | | | | | | | | | | | 63.76 | 3.09 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 19,663.47 | 951.45 | | | | | | | | | | | | | | | | | 19,663.47 | 951.45 |
| 47 | Miles | 42.784 | | 11.058 | | | | | | | | | | | | .500 | | | | 54.342 | |
| | M-1 | 1,024.75 | 23.95 | 4,291.79 | 388.12 | | | | | | | | | | | | | | | 5,316.54 | 97.83 |
| | M-3 | 18,443.85 | 431.09 | 6,614.04 | 598.12 | | | | | | | | | | | 37.88 | 75.76 | | | 25,095.77 | 461.81 |
| | M-4 | 406.42 | 9.50 | 100.01 | 9.04 | | | | | | | | | | | | | | | 506.43 | 9.32 |
| | E-7 | 5,868.15 | 137.16 | 5,815.67 | 525.92 | | | | | | | | | | | | | | | 11,683.82 | 215.01 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 25,743.17 | 601.70 | 16,821.51 | 1,521.20 | | | | | | | | | | | 37.88 | 75.76 | | | 42,602.56 | 783.97 |
| 48 | Miles | 34.315 | | 8.026 | | 22.596 | | | | | | | | | | | | | | 64.937 | |
| | M-1 | 871.01 | 25.38 | 11,016.95 | 1,372.66 | 721.98 | 31.95 | | | | | | | | | | | | | 12,609.94 | 194.19 |
| | M-3 | 13,813.80 | 402.56 | 3,326.23 | 414.43 | 6,786.73 | 300.35 | | | | | | | | | | | | | 23,926.76 | 368.46 |
| | M-4 | 248.25 | 7.18 | 29.64 | 3.69 | 176.26 | 7.80 | | | | | | | | | | | | | 452.15 | 6.96 |
| | E-5 | 136.31 | 3.97 | 53,878.52 | 6,713.00 | | | | | | | | | | | | | | | 54,014.83 | 831.80 |
| | E-7 | 12,479.83 | 363.68 | 78.34 | 9.76 | 239.71 | 10.61 | | | | | | | | | | | | | 12,797.88 | 197.08 |
| | E-8 | 6,583.21 | 191.85 | 908.76 | 113.23 | | | | | | | | | | | | | | | 7,491.97 | 115.37 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 34,130.41 | 994.62 | 69,238.44 | 8,626.77 | 7,924.68 | 350.71 | | | | | | | | | | | | | 111,293.53 | 1,713.86 |
| 49 | Miles | 42.094 | | .313 | | 9.880 | | | | | | .396 | | | | .250 | | | | 53.433 | |
| | M-1 | 1,573.81 | 37.39 | 890.86 | 2,846.20 | 4,403.32 | 445.68 | | | | | 135.03 | 150.70 | | | 182.99 | 731.96 | | | 7,186.01 | 134.49 |
| | M-3 | 18,422.95 | 437.66 | | | 3,844.52 | 389.12 | | | | | 205.68 | 229.55 | | | 35.57 | 142.28 | | | 22,508.72 | 421.25 |
| | M-4 | 675.82 | 16.06 | | | | | | | | | 12.16 | 13.57 | | | | | | | 687.98 | 12.88 |
| | E-5 | 2,136.50 | 50.76 | | | | | | | | | | | | | | | | | 2,136.50 | 39.98 |
| | E-7 | 9,887.50 | 234.89 | | | | | | | | | | | | | 1,031.94 | 4,127.76 | | | 10,919.44 | 204.36 |
| | E-8 | 561.15 | 13.33 | | | | | | | | | | | | | | | | | 561.15 | 10.50 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 33,257.73 | 790.09 | 890.86 | 2,846.20 | 8,247.84 | 834.80 | | | | | 352.87 | 393.82 | | | 1,250.50 | 5,002.00 | | | 43,999.80 | 823.46 |
| 8-49 | Miles | 13.460 | | | | | | | | | | | | | | | | | | 13.460 | |
| | M-1 | 151.65 | 11.27 | | | | | | | | | | | | | | | | | 151.65 | 11.27 |
| | M-3 | 5,688.54 | 422.63 | | | | | | | | | | | | | | | | | 5,688.54 | 42..63 |
| | M-4 | 236.51 | 17.57 | | | | | | | | | | | | | | | | | 236.51 | 17.57 |
| | E-5 | 526.95 | 39.15 | | | | | | | | | | | | | | | | | 526.95 | 39.15 |
| | E-7 | 136.76 | 10.16 | | | | | | | | | | | | | | | | | 136.76 | 10.16 |
| | E-8 | 77.42 | 5.75 | | | | | | | | | | | | | | | | | 77.42 | 5.75 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 6,817.83 | 506.53 | | | | | | | | | | | | | | | | | 6,817.83 | 506.53 |
| 50 | Miles | 25.156 | | | | .200 | | | | | | | | | | | | | | 25.356 | |
| | M-1 | 518.59 | 20.61 | | | 50.30 | 251.50 | | | | | | | | | | | | | 568.89 | 22.44 |
| | M-3 | 9,144.13 | 363.50 | | | 165.39 | 826.95 | | | | | | | | | | | | | 9,309.52 | 367.15 |
| | M-4 | 671.03 | 26.67 | | | | | | | | | | | | | | | | | 671.03 | 26.46 |
| | E-5 | 12.59 | .50 | | | | | | | | | | | | | | | | | 12.59 | .50 |
| | E-7 | 509.55 | 20.26 | | | | | | | | | | | | | | | | | 509.55 | 20.10 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 10,855.89 | 431.54 | | | 215.69 | 1,078.45 | | | | | | | | | | | | | 11,071.58 | 436.65 |
| 51 | Miles | .342 | | | | | | | | | | | | | | | | | | .342 | |
| | M-3 | 69.80 | 204.09 | | | | | | | | | | | | | | | | | 69.80 | 204.09 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 69.80 | 204.09 | | | | | | | | | | | | | | | | | 69.80 | 204.09 |

Route 43* - Narrow Gravel Pavements 10' to 11' wide - Parallel to concrete, not included in the total of mileage

Schedule # 14-F

Auditing & Accounting Bureau

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 - Work on surface - travelled width.
M-2 - Work on paved shoulders.
M-3 - Work on drains, ditches, unpaved shoulders.
M-4 - Work on guard rails and fences.
Const. - Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 - Resurfacing, rebuilding, heavy patching - main pavement.
E-6 - Rebuilding paved shoulders.
E-7 - Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 - Replacing guard rails and fences.

| | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| | Miles | 1338.032 | | 94.441 | | 132.817 | | 8.664 | | 21.032 | | 24.468 | | 15.235 | | 2.410 | | 22.917 | | 1660.016 | |
| | M-1 | $ 98,564.26 | $ 73.66 | $70,053.80 | $ 741.77 | $35,571.24 | $ 267.83 | $ 3,892.52 | $ 449.28 | $ 8,185.84 | $ 389.21 | $12,487.55 | $ 510.36 | $14,581.90 | $ 957.13 | $ 3,705.96 | $ 1,537.74 | $ 2,601.90 | $ 113.53 | $249,644.96 | $ 150.39 |
| | M-2 | 29,425.95 | 21.99 | 515.06 | 5.45 | 1,730.98 | 13.03 | | | | | | | | | | | | | 31,671.99 | 19.08 |
| | M-3 | 785,223.88 | 585.36 | 57,730.51 | 611.29 | 56,580.51 | 426.01 | 16,567.36 | 1,912.21 | 4,556.90 | 216.66 | 6,307.85 | 257.80 | 5,622.29 | 369.04 | 170.24 | 70.64 | 2,781.20 | 121.36 | 933,540.74 | 562.37 |
| | M-4 | 29,858.48 | 22.32 | 1,490.61 | 15.78 | 1,377.40 | 10.37 | 643.58 | 74.28 | 144.50 | 6.87 | 721.42 | 29.48 | 684.43 | 44.92 | | | 542.62 | 23.68 | 35,463.04 | 21.36 |
| | E-5 | 77,567.31 | 57.96 | 53,878.52 | 570.50 | 8,265.59 | 62.23 | | | 272.69 | 12.96 | 5,301.33 | 216.66 | 1,882.95 | 123.59 | | | 29.75 | 1.30 | 147,188.14 | 88.67 |
| | E-7 | 388,755.83 | 290.54 | 36,649.06 | 388.06 | 11,370.57 | 85.61 | 107.56 | 12.41 | 447.89 | 21.30 | 2,283.75 | 93.34 | 3,391.01 | 222.58 | 1,185.79 | 492.03 | 3,975.52 | 173.47 | 448,166.98 | 269.98 |
| | E-8 | 128,074.90 | 95.72 | 1,223.84 | 12.97 | 1,939.78 | 14.60 | 4,814.00 | 555.63 | 187.56 | 8.92 | 349.06 | 14.27 | 2,369.73 | 155.55 | | | 191.33 | 8.35 | 139,150.20 | 83.82 |
| | Total | 1,535,460.61 | | 221,541.40 | | 116,836.07 | | 26,025.02 | | 13,795.38 | | 27,450.96 | | 28,532.31 | | 5,061.98 | | 10,122.32 | | 1,984,826.05 | |
| | Const. | 16,760.31 | | | | | | | | | | 3,179.25 | | | | | | 2,938.63 | | 22,878.19 | |
| Grand | Total | 1,552,220.92 | 1,147.55 | 221,541.40 | 2,345.82 | 116,836.07 | 879.68 | 26,025.02 | 3,003.81 | 13,795.38 | 655.92 | 30,630.21 | 1,121.91 | 28,532.31 | 1,872.81 | 5,061.98 | 2,100.41 | 13,060.95 | 441.69 | 2,007,704.24 | 1,195.67 |

Schedule #14-C

Auditing & Accounting Bureau

## ANALYSIS OF 1940 ROAD MAINTENANCE COST BY ROUTE AND TYPE OF PAVEMENT

| ROUTE | TOTAL | | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| 1 | $ 54,313.51 | $2,292.38 | $ 33,666.30 | $1,882.48 | $ 10,394.38 | $ 3,477.54 | $ 4,628.26 | $ 3,834.51 | $ 3,060.97 | $7,253.48 | $ | $ | $ | $ | $ 39.54 | $ 439.33 | $ | $ | $ 2,524.06 | $ |
| S-1 | 1,124.75 | 357.64 | 1,098.85 | 359.34 | | | 25.90 | 29.77 | | | | | | | | | | | | |
| S-1A | 1,067.03 | 510.30 | 1,067.03 | 510.30 | | | | | | | | | | | | | | | | |
| 2 | 25,088.56 | 957.54 | 24,830.77 | 957.79 | | | | | | | | | | | 257.79 | 934.02 | | | | |
| 3 | 24,818.48 | 2,904.44 | 24,753.92 | 2,924.26 | | | 19.80 | 304.62 | | | | | | | 44.76 | 2,984.00 | | | | |
| S-3 | 403.67 | 135.69 | 209.32 | 274.33 | | | | | | | | | | | 194.35 | 3,966.32 | | | | |
| 4 | 188,408.96 | 1,189.14 | 150,487.35 | 1,241.14 | 982.66 | 1,112.87 | 11,707.76 | | | | | | 18,319.38 | 1,303.68 | 4,929.16 | 2,885.92 | 131.70 | 329.25 | 1,850.95 | 1,436.53 |
| S-4A | 4,623.96 | 668.20 | | | | | | | | | | | 4,623.96 | 668.20 | | | | | 1,618.16 | 152.53 |
| S-4B | 1,618.16 | 152.53 | | | | | | | | | | | | | | | | | | |
| 5 | 8,774.74 | 1,880.57 | 7,747.64 | 2,099.06 | 1,016.99 | 3,580.95 | 10.11 | 14.63 | | | | | | | | | | | | |
| 6 | 67,255.88 | 950.96 | 55,565.75 | 992.86 | 3,518.67 | 1,222.18 | 4,004.89 | 543.62 | 270.93 | 534.38 | | | | | | | 18.70 | 164.04 | 3,876.94 | 1,008.92 |
| S-6 | 721.05 | 400.80 | 328.75 | 352.74 | 392.30 | 452.48 | | | | | | | | | | | | | | |
| 7 | 665.55 | 125.34 | 150.79 | 123.30 | | | 507.79 | 130.30 | 6.97 | 36.68 | | | | | | | | | | |
| 8 | 32,138.81 | 1,341.68 | 29,696.55 | 1,246.19 | | | | | | | | | | | 2,442.26 | 19,695.64 | | | | |
| 10 | 24,687.37 | 1,018.88 | 17,674.09 | 921.04 | 5,013.02 | 1,320.26 | | | 1,977.78 | 1,646.78 | | | | | 22.48 | 522.79 | | | | |
| 12 | 15,511.64 | 917.84 | 9,278.37 | 939.11 | | | | | | | 942.91 | 285.73 | | | 5,290.36 | 1,422.14 | | | | |
| 21 | 7,262.39 | 1,406.34 | 5,241.93 | 2,647.44 | | | 2,017.60 | 651.47 | | | | | | | 2.86 | 32.87 | | | | |
| 22 | 55.85 | 379.93 | 55.85 | 379.93 | | | | | | | | | | | | | | | | |
| 23 | 32,552.52 | 584.06 | 27,724.01 | 602.75 | | | 17.30 | 432.50 | | | 2,443.25 | 356.21 | | | 242.88 | 1,278.32 | | | 2,125.08 | 801.92 |
| 24 | 24,355.42 | 758.14 | 22,114.26 | 894.23 | 1,262.05 | 548.96 | 935.93 | 192.38 | 43.18 | 186.93 | | | | | | | | | | |
| S-24 | 7,932.25 | 744.26 | 7,932.25 | 757.98 | | | | | | | | | | | | | | | | |
| 25 | 198,938.09 | 1,764.21 | 127,163.86 | 1,564.14 | 35,846.05 | 1,789.27 | 13,968.72 | 1,932.06 | 20,417.05 | 4,105.58 | | | | | 1,542.41 | 474.59 | | | | |
| 26 | 29,696.03 | 1,148.91 | 29,497.65 | 1,172.54 | | | 198.38 | 288.76 | | | | | | | | | | | | |
| 27 | 48,978.71 | 1,103.08 | 16,758.79 | 920.56 | 2,674.31 | 3,257.38 | 28,521.36 | 1,248.96 | 248.14 | 217.66 | | | | | | | | | 776.11 | 554.37 |
| 28 | 58,746.25 | 1,048.57 | 55,289.81 | 1,091.92 | 30.00 | 833.33 | 3,446.42 | 641.55 | | | | | | | | | | | | |
| S-28 | 12,041.41 | 1,425.19 | 11,841.34 | 1,448.65 | | | | | | | | | | | | | | | | |
| 29 | 52,999.95 | 1,128.74 | 51,785.77 | 1,128.69 | 228.83 | 563.62 | 985.35 | 1,475.08 | | | | | | | 200.07 | 727.53 | | | | |
| 29A | 3,690.42 | 958.79 | 3,690.42 | 1,231.37 | | | | | | | | | | | | | | | | |
| 30 | 61,381.79 | 1,271.63 | 59,813.22 | 1,260.11 | 259.07 | 1,704.41 | | | | | 151.82 | 1,158.93 | | | 1,157.68 | 2,315.36 | | | | |
| 31 | 76,768.69 | 1,367.23 | 60,906.80 | 1,263.51 | 415.98 | 528.57 | 9,169.65 | 3,667.85 | | | 5,870.57 | 1,697.68 | | | 405.69 | 338.08 | | | | |
| S-31 | 11,893.41 | 595.59 | 8,861.92 | 608.23 | | | 3.60 | 75.00 | | | 1,695.89 | 737.34 | 1,068.14 | 410.82 | 263.86 | 585.06 | | | | |
| 32 | 16,622.99 | 807.84 | 10,423.72 | 869.15 | 5,857.54 | 818.32 | 341.73 | 239.65 | | | | | | | | | | | | |
| 33 | 26,643.38 | 705.86 | 24,764.08 | 695.67 | 1,468.12 | 1,223.44 | 411.18 | 433.27 | | | | | | | | | | | | |
| 34 | 70,312.85 | 2,727.42 | 70,312.85 | 2,737.72 | | | | | | | | | | | | | | | | |
| 35 | 78,884.10 | 1,155.84 | 55,005.26 | 1,071.97 | 829.75 | 375.45 | 15,470.88 | 1,184.96 | | | | | | | 3,805.23 | 8,707.62 | 3,623.20 | 3,161.61 | 149.78 | 1,126.17 |
| 36 | 12,632.90 | 880.96 | 12,554.24 | 890.37 | | | | | | | | | | | | | | | 78.66 | 327.75 |
| 37 | 33,501.97 | 1,196.68 | 21,610.19 | 960.91 | 1,422.33 | 1,301.32 | 2,534.46 | 3,524.98 | | | | | 3,179.25 | | 4,755.74 | 4,581.65 | | | | |
| 38 | 26,738.89 | 1,602.38 | 26,738.89 | 1,602.38 | | | | | | | | | | | 73.72 | 141.50 | | | | |
| 39 | 39,275.80 | 1,021.50 | 25,501.75 | 784.86 | 15,654.23 | 2,023.83 | 46.10 | 185.14 | | | | | | | | | | | | |
| 40 | 143,318.84 | 2,467.06 | 138,836.90 | 2,522.43 | 4,481.94 | 1,468.52 | | | | | | | | | | | | | | |
| S-40 | 24,071.83 | 1,038.03 | 24,071.83 | 1,038.03 | | | | | | | | | | | | | | | | |
| 41 | 11,000.69 | 1,171.53 | 10,176.86 | 1,130.64 | | | | | | | | | | | 823.83 | 2,117.81 | | | | |
| S-41 | 22,559.39 | 1,093.64 | 21,473.84 | 1,144.17 | 303.96 | 584.54 | | | | | 781.59 | 583.28 | | | | | | | | |
| 42 | 38,760.93 | 836.17 | 37,536.21 | 874.54 | | | 1,224.72 | 356.53 | | | | | | | | | | | | |
| 43 | 47,050.82 | 982.91 | 43,964.21 | 918.43 | | | | | | | | | 3,086.61 | 195.36 | | | | | | |
| 44 | 51,753.40 | 1,644.69 | 13,093.34 | 823.07 | 34,821.63 | 3,826.55 | | | | | 1,909.35 | 523.97 | | | 1,867.87 | 687.22 | | | 61.21 | 631.03 |
| 45 | 50,541.61 | 1,321.86 | 42,405.09 | 1,418.10 | 7,716.78 | 1,144.59 | 249.97 | 578.74 | | | | | | | 169.77 | 182.55 | | | | |
| 46 | 19,663.47 | 951.45 | 19,663.47 | 951.45 | | | | | | | | | | | | | | | | |
| 47 | 42,602.56 | 783.97 | 25,743.17 | 601.70 | 16,821.51 | 1,521.20 | | | | | | | | | | | 37.88 | 75.76 | | |
| 48 | 111,293.53 | 1,713.86 | 34,130.41 | 994.62 | 69,238.44 | 8,826.77 | 7,924.68 | 350.71 | | | | | | | | | | | | |
| 49 | 43,999.80 | 823.46 | 33,257.73 | 790.09 | 890.86 | 2,846.20 | 8,247.84 | 834.80 | | | | | 352.87 | 393.82 | | | 1,250.50 | 5,002.00 | | |
| S-49 | 6,817.83 | 506.53 | 6,817.83 | 506.53 | | | | | | | | | | | | | | | | |
| 50 | 11,071.58 | 436.65 | 10,865.89 | 431.54 | | | 215.69 | 1,078.45 | | | | | | | | | | | | |
| 51 | 69.80 | 204.09 | 69.80 | 204.09 | | | | | | | | | | | | | | | | |
| Totals | 2,007,704.24 | 1,195.67 | 1,552,220.92 | 1,147.55 | 221,541.40 | 234.58 | 116,836.07 | 879.68 | 26,025.02 | 3,003.31 | 13,795.38 | 656.92 | 30,630.21 | 1,121.91 | 28,532.31 | 1,872.81 | 5,061.98 | 2,100.41 | 13,060.95 | 441.69 |

Total Mileage 1,360.016

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

# 1940 ANNUAL REPORT

E. R. Sherbaum
Electrical Division Engineer

Mar.
10th
1941

Mr. James Logan, State Highway Engineer

Trenton, New Jersey

Dear Sir:

I am submitting herewith a detailed report covering the operation of the Electrical Division from January 1st to December 31, 1940, and recommendations for the 1941 Program. The functions of the Electrical Division are subdivided as follows:

1. HIGHWAY SAFETY LIGHTING BUREAU
2. TRAFFIC SIGNAL BUREAU
3. ELECTRIC SIGNS BUREAU
4. BUREAU OF BRIDGE OPERATIONS
5. SAFETY BUREAU

## HIGHWAY SAFETY LIGHTING BUREAU

Commissioner Sterner's Highway Safety Lighting program has been completed on most of the important sections of the State Highway System. The three plans for Highway safety lighting installation are:

A. The Municipal Reimbursement Program,
B. The Joint County and State Highway Intersection program
C. 100% State Lighting program.

### A. Municipal Reimbursement Program

One hundred and eighty-nine municipalities have negotiated for municipal State Highway safety lighting

reimbursement with this Bureau in 1940. Two of the twenty-five municipalities which had failed to negotiate for reimbursement prior to 1940 and ten new municipalities took advantage of Commissioner Sterner's municipal reimbursement lighting program during 1940. Thirty-six municipalities revised existing safety lighting programs; twenty-four municipalities increased the number of safety lighting units, while twelve municipalities decreased the number of safety lighting units under existing lighting programs. Savings effected in prior years will again continue, and taxpayers in municipalities which have taken advantage of this program, will in 1941 save $132,727.00 which their municipalities otherwise would have had to pay, in addition to the local street lighting costs.

One hundred and nineteen (119) 1000 C.P. units; three thousand, five hundred and fifty-seven (3,557) 600 C.P. units; two thousand, five hundred and eighty-four (2,584) 400 C.P. units and eighty-one (81) 250 C.P. units, making a total of six thousand, three hundred and forty-one (6,341) safety highway lighting units are now installed under the municipal State Highway reimbursement agreement program.

Detailed schedules showing the various municipal lighting systems before and after the highway safety

lighting programs were installed, existing and present municipal costs, number of safety highway lighting units, State Highway reimbursement and savings or increases in cost effected in each municipality are incorporated and appended to this report. A list of the new municipal programs and the the municipalities which have changed their lighting programs during 1940 is also attached.

B. Joint County & State Intersection Program

Important intersections of County roads and State highways will continue to be lighted in 1941 through this joint program, except in Morris County, where the Board of Freeholders have refused to negotiate for reimbursement, and in a few other minor isolated County intersections, where highway lighting could not be justified. Revisions of 1940 county programs will in 1941 effect a joint saving of $2,689.00 to this Department and the various counties participating in this type of program.

One thousand and thirty-three (1033) intersections in the twenty counties will be lighted with five hundred and twenty-nine (529) 600 C.P. units, seven hundred and fifty-four (754) 400 C.P. units and two hundred and eighty (280) 250 C.P. units making a total of one thousand, five hundred and sixty-three (1,563) highway safety lighting units under this program.

C. 100% State Lighting

100% state lighting includes the lighting of intersections of state highways, bridges, viaducts, traffic circles, grade separations and cloverleafs. Our policy is to install a sufficient number of units to provide adequate safety lighting. Where other installations are warranted and a municipality cannot, for some reason, avail itself of state highway reimbursement funds, this Bureau recommends to Commissioner Sterner the installation of a sufficient number of 250 C.P. units to provide adequate safety lighting and the entire cost of such installation is borne by the State Highway Department. Under this policy, one thousand and eleven (1011) 600 C.P. units, two thousand, one hundred and sixty-four (2164) 400 C.P units and one thousand three hundred and fifty-one (1351) 250 C.P. units are now in operation at 256 locations along the state highway systems.

On January 1, 1940, comparative studies were concluded of incandescent and sodium lighting. One mile of six thousand (6000) lumen sodium units were installed on Route 43 at Absecon. Fifty-six thousand (6000) lumen sodium units at Routes 2 and 6, Bendix Airport, and eighty-eight - six thousand (6000) lumen sodium

units on Route 25, Camden, between Camden Airport circle and Twelfth street, Camden. Lumenaires of various manufacturers were placed along side of each other at the various locations, so that in addition to the study of the value of sodium vapor lighting accurate cost data could be compiled on the products of the various manufacturers. Because of its peculiar cautionary amber glow, sodium lighting might be used extensively at traffic circles and grade separations where motorists would be warned of impending hazards. Its limited production and high maintainence cost removes this method of lighting from the field of practical use in New Jersey at the present. If the public could be educated to appreciate its proper use and the manufacturers and utility companies would produce and maintain these units at rates that are favorbly comparable with present incandescent units, its use, at least at such places as mentioned above, should become a standard lighting practice.

Despite the extra cost of sodium over incandescent lighting, there are two installations at the present time in New Jersey. The Port of New York Authority maintains sodium highway lighting on the Lincoln Tunnel Approach Loop (not on State Highway)

and the Borough of Madison has installed 71-1000 C.P. sodium units on Rt. 24 under the State Highway - municipal reimbursement agreement program. The reimbursement in this instance is the same as allowed to other municipalities for incandescent units.

The ornamental highway lighting system at Rt. 35, Asbury Avenue Traffic Circle, consisting of thirty-four (34) 4000 lumen units, was designed and installed by this bureau in 1940. This installation differs from the usual traffic circle lighting installations. The series lighting circuit provides current for the signs in addition to the highway safety lighting through one underground circuit and all poles, other than those supporting the lights, have been eliminated. The installation cost was considerably reduced through the use of a special "Neoprene" jacketed cable, buried directly in the ground, in place of the usual conduit system with lead-covered cable. The use of a single series circuit for both lighting, cautionary and directionary signs, effected further economies in initial costs. The scheme of employing a series highway lighting circuit to serve lighting units and fluorescent sign lighting was made possible through the development by the manufacturers of special trans-

formers and special auxiliary equipment, all used in this installation for the first time on any highway installations.

Similar ornamental lighting systems to be installed during 1941 at (Rts. 39 and 40) Red Lion Traffic Circle and at Rts. 35 & 4N, Eatontown Traffic Circle, were also designed by this Bureau.

Other highway safety lighting installations designed by this bureau during 1940, under the 100% State Lighting program, include those for the Thomas A. Edison bridge and for the approaches to the new Passaic River bridge.

Our insistent demand for lower rates, together with savings realized in prior years by this Division will result in a direct saving of $45,000.00 to the State Highway Department. I again recommend that a study be made by our Legal Division to determine whether we cannot insist on the right to install State-owned lighting equipment and circuits on all utility company poles on the State Highway Department right of way. I am convinced that a large saving would accrue to this Department if this were possible so that we could buy meter current and own our own equipment or buy current and maintainence service only.

## TRAFFIC SIGNALS BUREAU

During 1940 the Traffic Signal Bureau completed the installation of sixteen new traffic signals and flashers. Two flashers and thirteen traffic signals were insfalled at highway intersections and one traffic signal was added on a draw-bridge. In addition to the signal installations this Bureau designed and supervised the installation of special five-lane traffic control systems for Route 25 (Depressed Roadway) Jersey City and the Route 35 (Thomas A. Edison) Bridge at Raritan river and its South Approach.

The Depressed Roadway system is controlled by twenty-six signal groups and the Edison Bridge installation consists of nineteen signal groups. Each signal group controls traffic for both directions in five-lanes. The four outside lanes in each case having fixed indications for one-way traffic while the center lane is arranged through suitable controll equipment to permit the directional flow of traffic to meet the requirements of maximum flow in either direction. During normal traffic periods when traffic can safely move in the four outside lanes the maintainence of red indications in both directions on the center lane creates this lane as a theorectical safety island or emergency lane.

As I pointed out in the 1939 annual report of this division, many signals and flashers on the State Highway System not under the supervision and control of this Bureau are in need of repair and revamping to conform with the standards established by the State. The financial condition of the majority of municipalities and certain counties prevents their negotiating with Commissioner Sterner for the necessary revamping of signals and new intersections.

It is again respectfully recommended that a fixed amount of $1,500.00 be established as a maximum amount required of localities or counties as their share for revamping, of for new installation costs of traffic signals that may be approved by the Commissioner.

This recommendation is based upon the fact that signal installations such as would be required for local uses alone would cost a maximum of $1,500.00, and the extra cost that a municipality or county is now charged because of the additional requirements to accommodate State Highway traffic should rightfully be assumed by this Department.

ELECTRIC SIGNS BUREAU

During 1940 the electric signs bureau installed nine cautionary and twenty-five directionary electric signs at five new locations. At three of these locations the nine cautionary and nineteen directionary

signs installed were of the fluorescent type. In addition to these complete installations the basic work such as the underground installations, necessary foundations, transformers, pits, conduits and services to utility company poles, were completed during the year for seventy-seven cautionary and directionary fluorescent electric signs at seven other new locations. These additional basic installations were not placed in service during 1940 due to the inability of the manufacturer to make delivery of necessary fluorescent lighting controll equipment. The Electric Signs Bureau has now received this essential equipment. The installation of one hundred and sixty-five fluorescent signs at fourteen locations already approved is underway.

Experiments continued in the field indicated conclusively that fluorescent sign lighting is far superior to incandescent sign lighting. A more even distribution of a whiter and brighter light is obtained, making new sign installations exceptionally clear and discernable from greater distances at a greatly reduced operating cost. It is recommended that all existing electric signs of the incandescent type be converted to the fluorescent type. The additional saving in annual current consumption costs would be more than

$8,000.00 per year.

During 1941 experiments will be continued with regular and flashing neon types of sign lighting, various types of fluorescent lighting and also with various plastic facings to replace the present light flashed opal glass and the protective wire glass panels, with the view of effecting economy in original purchase and replacement costs of glass due to breakage in handling and accidents.

BUREAU OF BRIDGE OPERATIONS

The duties of this sub-division are to prepare electrical plans and specifications for the Bridge and Construction Divisions, and to inspect the installation of electrical machinery, lighting and traffic signal installations on State Highway structures. In addition, the forces of this bureau maintain and operate all operating machinery, lighting and signal systems on the structures, including light and power systems, traffic signals, aviation and navigation beacons. It also includes the periodic inspection of all lighting systems, power systems, sanitary conditions, the making of any necessary repairs and the supervision and training of all bridge operators and attendants.

Thirty-three bridges now under the supervision of this bureau were opened 47,012 times for water

traffic, and 1767 times for routine tests, which caused a total delay of 3,795 hours, 25 minutes to motor vehicle traffic. Boat traffic at highway bridge crossings increased 6.3% in 1940. The 6.3% increase in navigation resulted in an additional 2% time delay to motor vehicle traffic in 1940. A minimum of lost time resulted as a result of Commissioner Sterner's plan to use additional gate attendants in order to speed up the closing and opening of bridge gates during heavy traffic periods and particularly during the summer months. As the plan received the favorable approval of both motorists and boat operators, I again recommend that additional gatemen be available during the 1941 summer months to permit the continuation of "the minimum delay policy" to motorists and boat operators because of the increasing motor traffic on our highways.

Draw bridge expansion was the major cause of delays during 1940 to highway traffic and navigation at State Highway bridges. The most serious delay from this cause was at the Route 3, Hackensack River Bridge on June 4,1940, where traffic was at a standstill for 20 minutes and was subsequently permitted to travel at a very low rate of speed for two hours. The longest delay periods at highway bridges were experienced at South Jersey, during the Labor Day weekend, because of the heavy rainfall,

with the resulting serious washouts. Flood water at Rt. 49, Alloway Creek, covered the roadway and this particular drawbridge was held open for 24 hours. The Rt. 49 - Millville Bridge at Maurice River was closed to motor vehicle traffic from 8 P.M. on Sept. 2 until 9 A.M. on Sept. 6, because of washouts in this area.

Bridge contruction plans on many of the Highway Department's older bridges did not include shelter for gate attendants on the bridges, except at the operator's house. The practice of crossing to the far side of the highway from the operator's house to close or open the gates was an exceedingly dangerous one. To eliminate this, gatemens' houses have been placed on eight bridges. Stop lines have been painted and are re-painted by the forces of this bureau every three months at bridges where manual traffic signals have been placed as a safety feature to control motor vehicle traffic during bridge openings. All highway drawbridges are now lighted with safety highway lighting units. All personal equipment (morris chairs, beach chairs, etc.) has been removed from the various bridge operator houses and replaced with State-owned equipment. Bridge attendants and operators at the Rt. 25M (Old) Passaic River Bridge are now being trained to operate the new equipment on the new bridge at this location.

The efficiency and attitude of bridge operators and attendants has improved since the adoption of new working schedules on May 21, 1940, as suggested in my memorandum to you of Jan. 23rd, 1940.

I recommend that gatemen and other attendants while on duty in metropolitan and shore areas, wear a uniform, cap, and badge, so they can be readily distinguished from other persons who may be in the vicinity of the bridge. This would tend to eliminate arrogant conduct on the part of some motorists who have in the past become involved in unfriendly discussions with bridge operators and attendants which resulted in delays in closing and opening the bridges.

With the increasing motor vehicle use of the State Highway System, studies should be made to determine whether or not restrictive regulations should be suggested for the approval of the War Department to be imposed during periods when the interference with navigation would not be serious and heavy motor vehicle volumes could be permitted to continue with minimum delays.

Comparative time studies of bridge openings for boat traffic, tests, and length of highway traffic delays for each bridge during 1939 and 1940 is attached to this report. A detailed analysis of the operating costs of the electrical drawbridges for 1939 and 1940 is also included.

SAFETY BUREAU

Forty-seven traffic investigations for traffic signal installations, forty-six Highway lighting investigations, 104 accident location studies and 394 vehicle volume counts were completed during 1940, utilizing 50,829 man days of labor.

Increasing traffic volumes resulting from recent defense industry programs and also military reservation locations have distorted all established traffic trends. While no abnormal peak daily traffic record was found in 1940, the aggregate volume of 1940 traffic exceeded corresponding counts for 1939. Monthly traffic volume bulletins are issued by this bureau disclosing average and peak daily volumes. Percentages of New Jersey and foreign traffic are also shown. Traffic counts are being continued at strategic locations and will also be taken at such other locations as designated by Commissioner Sterner.

Fatal accidents on N.J. State highways increased from 297 in 1939 to 313 in 1940. Eighteen persons died in the sixteen additional fatal accidents. Nine additional pedestrian accidents resulted in the death of the same number of pedestrians, while in the seven additional fatal non-pedestrian accidents, nine persons were killed. The total number of fatal accidents in 1940 equal the number in 1938, but

still are far below the454 fatal accidents in 1937 which compelled Commissioner Sterner to start the Highway Dept. "Safety Campaign" to reduce fatal and other accidents on State highways. Fatalities in 1940 increased 16% on roads other than State Highways in N.J., while the fatalities on State highways increased 5.2% over 1939. 40% of the motor vehicle fatalities on N.J. roadways in 1939 occurred on State highways. In 1940, 38% of the fatalities on all N.J. roadways occurred on State Highways.

The investigators of this Bureau have been trained in a general educational program to assist police officials, marshals and other municipal officers, in establishing and maintaining clear, concise records and files. This activity has and will increase the number of reported accidents.

Accident studies disclose an alarming number of accidents that are not being reported to the proper authorities. 1940 and 1939 records show a slight increase in accidents over 1938. There has been a slight decrease in accidents on the State Highways, and the trend of reductions in persons injured continues to follow the drastic reduction effected in 1938.

Accidents from 1937 up to the present time will in 1941 be recorded on accident spot maps. Each section of State highway through the various municipalities will indicate the accident experience before and after the installation of safety lighting, traffic signals at various intersections, and other improvements that may have been made during this period.

Respectfully submitted,

E. R. Peterson

Electrical Division Engineer

IJF*VW

NEW JERSEY STATE HIGHWAY DEPARTMENT

Electrical Division

Personnel

| | 1938 | | 1939 | | 1940 | |
|---|---|---|---|---|---|---|
| | Peak | 12/31 | Peak | 12/31 | Aug. 31 | Dec. 31 |
| Office and Administration | 13 | 13 | 24 | 21 | 30 | 27 |
| Safety Lighting | 5 | 5 | 13 | 4 | 2 | 3 |
| Signs and Traffic Signals | 66 | 59 | 57 | 39 | 39 | 39 |
| Bridge Operations | 8 | 8 | 145 | 130 | 166 | 142 |
| Safety Bureau | 148 | 88 | 223 | 117 | 258 | 155 |
| Total... | 240 | 173 | 462 | 311 | 495 | 366 |

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION
1941--BUDGET ESTIMATE

| TOTAL AVAILABLE -- 1940 | $ 1,568,767.51 | 1941 REQUEST | $ 1,505,000.00 |
|---|---|---|---|
| 1. OPERATION OF BRIDGES | | 1. OPERATION OF BRIDGES | |
| Salaries, Coal, Misc. Material, Necessary Major Repairs, Lighting and Electric Power - | | A. Salaries, Coal & Misc. | $ 290,000.00 |
| | | B. Necessary Major Repairs | 25,000.00 |
| | | C. Lighting and Electric Power of Bridge Structures | 50,000.00 |
| | | | $ 365,000.00 |
| Expenditure | $ 287,722.00 | | |
| Committments | 3,043.91 | | |
| | 290,765.91 | | |
| 2. HIGHWAY SAFETY LIGHTING | | 2. HIGHWAY LIGHTING | |
| New Installations, Maintenance, Current, Muncipal & County Aid - | | A. Current (State) | $ 220,000.00 |
| | | B. Maintenance (State) | 15,000.00 |
| | | C. New Installations (State) | 60,000.00 |
| | | D. Municipalities and County Aid | 350,000.00 |
| | | | $ 645,000.00 |
| Expenditure | $ 485,979.34 | | |
| Committments | 199,460.86 | | |
| | $ 685,440.20 | | |
| 3. TRAFFIC SIGNALS & ELECTRIC SIGNS | | 3. TRAFFIC SIGNALS & ELECTRIC BEACONS | |
| Current, Maintenance, New Installations - | | A. Current | $ 25,000.00 |
| | | B. Maintenance | 40,000.00 |
| | | C. New Installations | 96,000.00 |
| | | | $161,000.00 |
| Expenditure | $230,273.22 | | |
| Committments | 84,380.92 | | |
| | $314,654.14 | | |
| | | 4. ELECTRIC DIRECTIONARY SIGNS | |
| | | A. Current | $ 18,000.00 |
| | | B. Maintenance | 6,000.00 |
| | | C. New Installations | 10,000.00 |
| | | | $ 34,000.00 |
| 4. ACCIDENT INVESTIGATION & TRAFFIC SURVEY | | | |
| Expenditure | $276,072.65 | | |
| 1940 Total Expenditures and Committments | $1,566,932.90 | 5. ACCIDENT INV. & TRAFFIC COUNTING | $300,000.00 |
| BALANCE | 1,834.61 | | |
| | 1,568,767.51 | | |

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL
DIVISION

BUREAU OF BRIDGE OPERATIONS

TOTAL BRIDGE OPERATING COSTS

| 1939 | | | 1940 | | |
|---|---|---|---|---|---|
| Salaries | Operating Expense | Total | Salaries | Operating Expense | Total |
| $201,783.92 | $32,301.86 | $234,085.78 | $210,665.53 | $31,649.90 | $242,315.42 |

GENERAL

| | | |
|---|---|---|
| Bridge Lighting | $ 21,587.78 | $ 13,477.92 |
| Navigation Lighting | 2,130.69 | 2,603.94 |
| Traffic Signals | 5,516.21 | 1,171.43 |
| Warning Bells | 123.13 | 806.83 |
| Machine Repairs | 18,197.36 | 27,346.45 |
| | $281,640.95 | $287,722.00 |

| NUMBER OF BRIDGE | NAME OF BRIDGE | 1939 SALARY | 1939 OPERATING EXPENSE | 1939 TOTAL | 1940 SALARY | 1940 OPERATING EXPENSE | 1940 TOTAL |
|---|---|---|---|---|---|---|---|
| 2.5/3 | Peterson Plank Road | $13,898.21 | $ 2,811.61 | $16,709.82 | $11,831.46 | $ 1,419.24 | $13,250.70 |
| 51.3/4 | Nacote Creek | 531.00 | 80.47 | 611.47 | 669.28 | 133.91 | 803.19 |
| 53.0/4 | Mullica River | 1,472.00 | 254.70 | 1,726.70 | 1,705.77 | 589.03 | 2,294.80 |
| 56.7/4 | Bass River | 354.00 | 82.67 | 436.67 | 495.02 | 103.14 | 598.16 |
| 78.8/4N | Shark River (Belmar) | 5,664.46 | 638.99 | 6,303.45 | 5,683.45 | 894.60 | 6,578.05 |
| 135.1/4 | Victory Bridge | 15,470.90 | 2,267.04 | 17,737.94 | 14,357.75 | 743.00 | 15,100.77 |
| 4.0/6E | Hasbrouck Heights | 8,405.58 | 2,384.76 | 10,740.34 | 10,285.07 | 1,410.12 | 11,695.09 |
| Route #10 | Hackensack | 23,265.23 | 4,080.95 | 27,346.18 | 23,380.42 | 2,962.20 | 26,342.62 |
| 0.6/25 | Cooper River | 10,241.91 | 2,852.02 | 13,093.93 | 10,561.27 | 1,970.40 | 12,531.67 |
| 12.7/25 | Bridgeboro | 3,891.90 | 252.28 | 4,144.18 | 4,061.23 | 521.94 | 4,583.17 |
| 56.7/25 | Passaic River | 21,107.43 | 3,362.10 | 24,469.53 | 20,735.30 | 3,575.12 | 24,310.42 |
| 57.8/25 | Hackensack | 21,493.48 | 3,300.77 | 24,794.25 | 20,282.37 | 2,728.38 | 23,010.75 |
| 8.6/35 | Inland Waterway | 7,202.65 | 209.28 | 7,411.93 | 8,398.13 | 555.10 | 8,953.26 |
| 11.4/35 | Manasquan | 10,884.52 | 280.80 | 11,165.32 | 12,548.11 | 810.32 | 13,358.43 |
| 41.2/35 | Matawan | 1,476.65 | 464.37 | 1,941.02 | 1,323.90 | 403.97 | 1,727.87 |
| 43.9/35 | Morgan | 6,128.24 | 169.90 | 6,298.14 | 4,583.52 | 365.54 | 4,949.06 |
| 12/6/36 | Highlands | 5,049.40 | 1,199.58 | 6,248.98 | 6,857.69 | 1,484.26 | 8,341.95 |
| 5.4/44 | Oldman's Creek | 1,548.00 | 577.27 | 2,125.27 | 2,184.00 | 1,163.82 | 8,347.82 |
| 8.5/44 | Raccoon Creek | 945.94 | 205.55 | 1,151.49 | 131.19 | 10.53 | 141.72 |
| 16.3/44 | Mantua Creek | 485.34 | 556.58 | 1,041.92 | 393.96 | 585.97 | 979.93 |
| 19.9/44 | Woodbury Creek | 2,182.60 | 335.67 | 2,518.27 | 2,527.77 b | 596.19 | 3,123.46 |
| 2.6/49 | Alloway Creek | 351.00 | 95.63 | 446.63 | 453.61 | 16.68 | 470.29 |
| 15.3/49 | Broad Street | 1,371.00 | 296.64 | 1,667.74 | 1,581.50 | 396.32 | 1,977.82 |
| 26.1/49 | Morris River | 1,316.60 | 598.09 | 1,914.69 | 1,202.15 | 753.95 | 1,956.10 |
| 30.3/49 | Menantico Creek | 351.00 | 18.84 | 369.84 | 500.26 | 75.70 | 575.96 |
| 7.2/50 | Tuckahoe | 1,406.20 | 108.82 | 1,515.02 | 1,442.45 | 209.05 | 1,651.50 |
| 112.4/4 | Island Heights | 6,608.10 | 405.08 | 7,013.18 | 8,676.56 | 859.33 | 9,535.89 |
| 115.4/4 | Long Beach | 3,387.30 | 595.26 | 3,982.56 | 5,464.16 | 1162.86 | 6,627.02 |
| 500.4/4 | Ocean City | 9,344.40 | 2,108.44 | 11,452.84 | 9,743.90 | 2,543.83 | 12,287.73 |
| 3.2/34 | New Draw, Manasquan River | 6,266.71 | 409.54 | 6,676.25 | 6,565.11 | 676.52 | 7,241.63 |
| 18.1/35 | New Shark River Draw | 7,098.10 | 970.78 | 8,068.88 | 9,046.62 | 1,329.72 | 10,376.35 |
| 999/35 | Lovelandtown Canal Bridge | 2,584.07 | 327.38 | 2,911.45 | 2,992.55 | 479.17 | 3,471.72 |
| 2.8/49 | Quinton Bridge | - | - | - | - | 120.03 | 120.03 |
| | Total: | $201,783.92 | $ 32,301.86 | $234,085.78 | $210,665.53 | $31,649.90 | $242,315.42 |

# NEW JERSEY STATE HIGHWAY DEPARTMENT

## ELECTRICAL DIVISION

### Highway Safety Lighting Bureau

### UNDER AGREEMENT 12/31/38

| | 1000 C. P. Units | 600 C.P. Units | 400 C. P. Units | 250 C. P. Units | Total Units |
|---|---|---|---|---|---|
| 141 Municipalities | 115 | 3451 | 1708 | 82 | 5,356 |
| 16 Counties at 396 intersections | - | 154 | 343 | 129 | 626 |
| 210 Locations (100% State Lighting) | - | 980 | 1399 | 1317 | 3,696 |
| T o t a l..... | 115 | 4885 | 3450 | 1528 | 9,678 |

### UNDER AGREEMENT 12/31/39

| | | | | | |
|---|---|---|---|---|---|
| 177 Municipalities | 120 | 3596 | 2129 | 81 | 5,926 |
| 20 Counties at 940 intersections | 1 | 575 | 736 | 277 | 1,589 |
| 266 Locations (100% State Lighting) | - | 1088 | 1803 | 1314 | 4,205 |
| T o t a l..... | 121 | 5259 | 4668 | 1672 | 11,720 |

### UNDER AGREEMENT 12/31/40

| | | | | | |
|---|---|---|---|---|---|
| 189 Municipalities | 119 | 3557 | 2584 | 81 | 6341 |
| 20 Counties at 1033 intersections | 0 | 529 | 754 | 280 | 1563 |
| 256 Locations (100% State Lighting) | - | 1011 | 2164 | 1351 | 4526 |
| T o t a l..... | 119 | 5097 | 5502 | 1712 | 12430 |

# 1941 COUNTY AGREEMENTS

| COUNTY | NO. OF INTERSEC. | 250 (candle power) | 400 (candle power) | 600 (candle power) | 1000 (candle power) | TOTAL | STATE'S SHARE | COUNTY'S SHARE | TOTAL COST | UNITS INCREASE | UNITS DECREASE | TOTAL INCREASED COST | TOTAL DECREASED COST | UTILITY COMPANY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic | 60 | 4 | 75 | 9 | - | 88 | $2,336.70 | $2,336.70 | $4,673.40 | same as 1940 | | | | A.C. |
| | | - | -- | 4 | - | 4 | | | | | | | | S.J. |
| Bergen | 47 | - | 9 | 58 | - | 67 | 2,619.40 | 2,619.40 | 5,238.80 | - | 9 | | $493.60 | P.S. |
| | | - | 10 | 6 | - | 16 | | | | 1 | - | | | Rockland |
| Burlington | 56 | - | 11 | - | - | 11 | 2,958.13 | 2,958.13 | 5,916.25 | - | - | $159.45 | | A.C. |
| | | - | 47 | 46 | - | 93 | | | | 2 | - | | | P.S. |
| Camden | 69 | - | 34 | 2 | - | 36 | 3166.53 | 3,166.53 | 6,333.05 | - | | 811.20 | | A.C. |
| | | 1 | 15 | 59 | - | 75 | | | | 13 | | | | P.S. |
| Cape May | 43 | 35 | 16 | - | - | 51 | 1,091.40 | 1,091.40 | 2,182.80 | 1 | - | 49.80 | | A.C. |
| Cumberland | 51 | 40 | 9 | 7 | - | 56 | 1,675.60 | 1,675.60 | 3,351.20 | same as 1940 | | | | A.C. |
| | | 4 | - | - | - | 4 | | | | | | | | S.J. |
| | | 7 | - | - | - | 7 | | | | | | | | B.V. |
| | | 3 | 7 | 1 | | 11 | | | | | | | | M.E. |
| Essex | 30 | - | 7 | 29 | - | 36 | 1,179.63 | 1,179.63 | 2,359.25 | - | 10 | | | J.C. |
| | | - | 2 | 1 | - | 3 | | | | 1 | - | 555.45 | | P.S. |
| Gloucester | 75 | 2 | - | - | - | 2 | 3,149.10 | 3,149.10 | 6,298.20 | | 2-600 C.P. | 124.80 | | S.J. |
| | | 15 | 24 | 7 | - | 46 | | | | | | | | P.S. |
| | | 23 | 50 | 8 | - | 81 | | | | | | | | A.C. |
| Hudson | 4 | - | - | 7 | - | 7 | 218.40 | 218.40 | 436.80 | same as 1940 | | | | P.S. |
| Hunterdon | 62 | 20 | 18 | 8 | - | 46 | 718.09 | 718.09 | 1,436.18 | 2-400 C.P. | | | 92.82 | N.J. |
| Mercer | 37 | - | 20 | 37 | - | 57 | 2,137.10 | 2,137.20 | 4,274.20 | same as 1940 | | | | P.S. |
| | | - | 4 | 10 | - | 14 | | | | | | | | J.C. |
| Middlesex | 60 | 2 | 13 | -- | - | 15 | 2,797.38 | 2,797.38 | 5,594.75 | | 1-400 | | 54.60 | J.C. |
| | | - | 61 | 25 | - | 86 | | | | | | | | P.S. |
| Monmouth | 78 | 19 | 77 | 37 | - | 133 | 3,760.80 | 3,760.80 | 7,521.60 | 6-400 C.P. | 1-600 C.P. | 259.20 | | J.C. |
| Ocean | 81 | 3 | 64 | 3½ | - | 98 | 3,440.90 | 3,440.90 | 6,881.80 | 1-250 C.P. | | 605.40 | | J.C. |
| | | 1 | 14 | - | - | 15 | | | | 8-400 C.P. | | | | A.C. |
| | | - | 3 | - | - | 3 | | | | 2-600 C.P. | | | | B.L. |
| | | - | 4 | - | - | 4 | | | | | | | | B.S. |

## 1941 - COUNTY AGREEMENTS (Con't)

| COUNTY | NO. OF INTERSEC. | 250 (candle power) | 400 (candle power) | 600 (candle power) | 1000 (candle power) | TOTAL | STATE'S SHARE | COUNTY'S SHARE | TOTAL COST | UNITS INCREASE | UNITS DECREASE | TOTAL INCREASED COST | TOTAL DECREASED COST | UTILITY COMPANY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Passaic | 12 | - | - | 20 | - | 20 | $ 624.00 | $ 624.00 | $1,248.00 | | 2-250 C.P.<br>6-400 C.P. | | $ 284.50 | P.S. |
| Salem | 65 | 46 | 24 | 28 | - | 98 | 2,348.40 | 2,348.40 | 4,696.80 | same as 1940 | | | | A.C. |
| Somerset | 66 | 6 | 10 | 2 | - | 18 | 1,204.13 | 1,204.12 | 2,408.25 | 3-400C.P. | | $ 23.40 | | N.J. |
| | | 11 | 16 | 9 | - | 36 | | | | | | | | P.S. |
| Sussex | 35 | 19 | 35 | 2 | - | 56 | 841.17 | 841.17 | 1,682.33 | | | | 13.47 | N.J. |
| Union | 61 | - | 2 | 11 | - | 13 | 3,100.05 | 3,100.05 | 6,200.10 | 1-600 C.P. | | 62.40 | | J.C. |
| | | - | 30 | 60 | - | 90 | | | | | | | | P.S. |
| Warren | 40 | 19 | 43 | - | - | 62 | 956.64 | 956.64 | 1,913.28 | 4-250 C.P.<br>4-400 C.P. | | | 52.88 | N.J. |
| | | | | | | | | | $80,647.04 | | | | | |
| Total | 1032 | 280 | 754 | 524 | | 1558 | $40,323.52 | $40,323.52 | | | | | $937.27 | |
| Rt.25M Essex 1 | | - | - | 5 | - | 5 | | | 312.20 | | 8-600 C.P. | | 524.35 | |
| Rt. 25M Hudson | | - | - | - | - | 0 | | | | | 34-600 C.P.<br>1-1000 C.P. | | 2,340.38 | |
| Totals | 1033 | 280 | 754 | 529 | | 1563 | | | $80,959.24 | 49 | 74 | $2,651.10 | $3,856.60 | |

93 additional intersections in 1941.
1941 costs to Counties and State Highway Department $2,689.81 less than 1940.

A.C. - Atlantic City Electric Company
P.S. - Public Service
J.C. Jersey Central Power & Light Co.
N.J. - New Jersey Power & Light Co.
S.J. - South Jersey Power & Light Co.
R.E. Rockland Electric Co.
M.E. - Millville Electric Co.
B.L. - Boro of Lavellette (Electric Dept.)
B.S. - Boro of Sea Side Heights (Electric Dept.)
B.V. - Boro of Vineland (Electric Dept.)

## NEW MUNICIPAL REIMBURSEMENT PROGRAMS
(Agreements effective for 1941)

| MUNICIPALITY | COUNTY | PRE-EXISTING LIGHTING (candle power) ROUTE | 600 | 400 | 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS (candle power) 600 | 400 | 250 | TOTAL | STATE REIMB. | MUNICIPAL COST | SAVING TO MUNC. | INCREASE TO MUNC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Asbury Park | Monmouth | 4N | 4-1000 | - | 60 | 9 | 73 | $3,050.40 | 57 | 14 | - | 71 | $2,939.40 | $1,723.80 | $1,326.60 | |
| 2. Englewood Cliffs | Bergen | 1 | 6 | - | 5 | - | 11 | 599.40 | 14 | 2 | - | 16 | 656.00 | 323.90 | 255.70 | |
| 3. Kearny | Hudson | 25M | Transferred from Hudson County | | | | | | 14 | | | 14 | 574.00 | 299.60 | | $299.60 |
| 4. Little Falls | Passaic | 23 | | | 10 | | 10 | 410.00 | 12 | | | 12 | 492.00 | 256.80 | 153.20 | |
| 5. Lodi | Bergen | 6 | | | | | | | 4 | 9 | | 13 | 533.00 | 194.95 | 194.95 | |
| 6. Lower Pennsneck | Salem | 44 | | 6 | 17 | 13 | 36 | 1245.00 | 1 | 37 | | 38 | 1504.80 | 397.80 | 847.20 | |
| 7. Mountain Lakes | Morris | 6 | 2 | | | 9 | 11 | 325.80 | | 27 | | 27 | 1117.80 | 356.40 | 30.60 | |
| 8. Mount Olive | Morris | 6 | | | | 8 | 8 | 116.00 | | 9 | | 9 | 202.50 | 90.00 | 8.00 | |
| 9. Peapack-Gladstone | Somerset | 31 | | | | | - | | | 1 | | 1 | 22.03 | 10.00 | 10.00 | |
| 10. Ramsey | Bergen | 2 | | 1 | | | 1 | 64.00 | | 2 | | 2 | 100.00 | 28.00 | 36.00 | |
| 11. Wayne Twp. | Passaic | 23 | | | | 7 | 7 | * | | 10 | | 10 | 410.00 | 121.50 | 121.50 | |
| 12. West Orange | Essex | 10 | 2 | 3 | 1 | | 6 | 325.25 | 3 | 14 | | 17 | 697.00 | 234.30 | 90.95 | |
| | | | | | | | | | 105 | | | | | | | |
| TOTAL.... | | | 4-1000<br>10-600 | 10 | 93 | 37-100<br>9-60 | 163 | $6135.85 | | 125 | | 230 | $ 9248.53 | $4037.05 | $2717.65 | $656.65 |

* Reimbursed by County

# MUNICIPAL REIMBURSEMENT PROGRAMS

## Municipal Agreements Providing for Additional Lighting Units in 1941

| | MUNICIPALITY | COUNTY | ROUTE | 1940 Agreement 1000 | 600 | 400 | 250 | total | STATE REIMB. | MUNICIPAL REIMB. | 1941 Agreement 1000 | 600 | 400 | 250 | total | STATE REIMB. | MUNICIPAL REIMB. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | (candle power) | | | | | | | (candle power) | | | | | | |
| 1. | Alpine | Bergen | 1 | | | 2 | 1 | 3 | $ 143.28 | $ 26.88 | | | 10 | 1 | 11 | $ 548.00 | $ 140.00 |
| 2. | Bernardsville | Somerset | 32 | 1 | 14 | 1 | | 16 | 433.07 | 363.00 | 1 | 15 | 4 | | 20 | 522.30 | 395.00 |
| 3. | Carlstadt | Bergen | 2 | | 4 | | | 4 | 164.00 | 85.60 | | 6 | | | 6 | 246.00 | 128.40 |
| 4. | Denville | Morris | 5N;6 | | 100 | | | 100 | 2,527.76 | 2,000.00 | | 100 | 4 | | 104 | 2,545.40 | 2,040.00 |
| 5. | East Brunswick | Middlesex | S-28 | | | 19 | | 19 | 779.00 | 230.85 | | | 22 | | 22 | 902.00 | 267.30 |
| 6. | East Paterson | Bergen | 4 | | | 33 | | 33 | 1,353.00 | 400.95 | | | 45 | | 45 | 1,845.00 | 546.75 |
| 7. | Eatontown | Monmouth | 4N;35 | | 6 | 36 | | 42 | 1,738.80 | 661.80 | | 6 | 38 | | 44 | 1,821.60 | 663.60 |
| 8. | Egg Harbor Twp. | Atlantic | 48 | | | 23 | | 23 | 910.80 | 234.60 | | | 49 | | 49 | 1,940.40 | 499. 80 |
| 9. | Elizabeth | Union | S24;25;27;28 | | 87 | 133 | | 220 | 9,020.00 | 3,477.75 | | 87 | 167 | | 254 | 10,414.00 | 3,890.85 |
| 10. | Freehold | Monmouth | 4;33 | | | 4 | | 4 | 165.60 | 52.80 | | 13 | 5 | | 18 | 754.20 | 417.00 |
| 11. | Fort Lee | Bergen | 1;5;S1A | | 48 | 15 | | 63 | 2,642.85 | 1,209.45 | | 48 | 18 | | 66 | 2,706.00 | 1,245.90 |
| 12. | Glassboro | Gloucester | 47 | | | 30 | | 30 | 1,188.00 | 306.00 | | | 37 | | 37 | 1,465.20 | 377.40 |
| 13. | Greenwich Twp. | " | 44 | | 21 | | | 21 | 831.60 | 428.40 | | 21 | 3 | | 24 | 950.40 | 459.00 |
| 14. | Hackettstown | Warren | 6 | | 30 | | | 30 | 758.16 | 2,388.40 | | 49 | | | 49 | 766.00 | 2,488.83 |
| 15. | Jersey City | Hudson | 1 | | 62 | | | 62 | 2,542.00 | 1,326.80 | | 74 | | | 74 | 3,034.00 | 1,583.60 |
| 16. | Lyndhurst | Bergen | 2 | | | 38 | | 38 | 1,558.00 | 813.20 | | 40 | | | 40 | 1,640.00 | 856.00 |
| 17. | Madison Twp. | Middlesex | 35 | | | 12 | | 12 | 492.00 | 145.80 | | | 14 | | 14 | 579.60 | 184.80 |
| 18. | Pennsauken | Camden | 25;45 | | 33 | 4 | 57 | 94 | 3,854.00 | 754.80 | | 48 | 4 | 57 | 109 | 4,469.00 | 1,075.80 |
| 19. | Raritan Twp | Monmouth | 35;36 | | 4 | 6 | | 10 | 414.00 | 187.20 | | 4 | 8 | | 12 | 496.80 | 213.60 |
| 20. | Rockaway | Morris | 6 | | | 32 | | 32 | 844.00 | 320.00 | | | 45 | | 45 | 1,131.78 | 450.00 |
| 21. | Rutherford | Bergen | 2 | | | 12 | | 12 | 492.00 | 256.80 | | 18 | | | 18 | 738.00 | 385.20 |
| 22. | Verona | Essex | 23 | | 21 | | | 21 | 861.00 | 449.40 | | 23 | | | 23 | 943.00 | 492.20 |
| 23. | Wall Twp. | Monmouth | 4N;35 | | 18 | | | 18 | 745.20 | 486.00 | | 18 | 12 | | 30 | 1,242.00 | 644.40 |
| 24. | Washington Boro | Warren | 24;30 | | 3 | 17 | | 20 | 400.00 | 230.00 | | 3 | 17 | | 20 | 418.63 | 230.00 |
| | | | | | | | | | | $16,836.48 | | | | | | | $19,675.43 |
| | Tot al.... | | | 1 | 451 | 417 | 58 | 927 | $34,858.12 | | 1 | 573 | 502 | 58 | 1134 | $42,110.31 | |

# MUNICIPAL REIMBURSEMENT PROGRAMS

## Municipal Agreements Providing Less Lighting Units in 1941 than in 1940

| MUNICIPALITY | COUNTY | ROUTE | 1940 Agreement: Number of Units (candle power) 1000 | 600 | 400 | TOTAL | Agreements: STATE REIMB. | MUNICIPAL SHARE | 1941 Agreement: Number of Units (candle power) 1000 | 600 | 400 | TOTAL | STATE REIMB. | MUNICIPAL SHARE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Bordentown | Burlington | 25;39 | | | 10 | 10 | $ 410.00 | $ 121.50 | | | 9 | 9 | $ 369.00 | $ 109.35 |
| 2. Chester Twp. | " | 38;S-41 | | | 9 | 9 | 369.00 | 109.35 | | | 8 | 8 | 328.00 | 97.20 |
| 3. Collingswood | Camden | 43;45 | | 51 | | 51 | 2,091.00 | 1,091.40 | | 43 | | 43 | 1763. 00 | 920.00 |
| 4. Delaware Twp. | " | 38;40;41 | | 2 | 13 | 15 | 615.00 | 200.75 | | 1 | 13 | 14 | 574.00 | 179.35 |
| 5. Fairview | Bergen | 1;S-1 | | 36 | | 36 | 1,476.00 | 770.40 | | 35 | | 35 | 1,435.00 | 749.00 |
| 6. Gloucester City | Camden | 45;45M | 18 | 60 | | 78 | 3,198.00 | 1,983.00 | 17 | 60 | | 77 | 3,157.00 | 1,947.00 |
| 7. Highland Park | Middlesex | 27 | | | 24 | 24 | 984.00 | 291.60 | | | 23 | 23 | 943.00 | 279.45 |
| 8. Middletown Twp. | Monmouth | 35;36 | | | 25 | 25 | 1,035,00 | 330.00 | | | 24 | 24 | 993.60 | 316.80 |
| 9. Neptune Twp. | " | 33;35;4N | | 45 | 41 | 86 | 3,560.40 | 1,940.70 | | 45 | 39 | 84 | 3,477.60 | 1,729.80 |
| 10. Oaklyn | Camden | 42;43 | | 20 | | 20 | 820.00 | 428.00 | | 19 | | 19 | 779.00 | 406.60 |
| 11. Red Bank | Monmouth | 35 | | 40 | | 40 | 1,656.00 | 1,080.00 | | 39 | | 39 | 1,614.60 | 1,053.00 |
| 12. Woodbridge Twp. | Middlesex | 4;25 | | 42 | 6 | 48 | 1,968.00 | 969.60 | | 42 | 5 | 47 | 1,927.00 | 959.55 |
| Total.... | | | 18 | 296 | 128 | 442 | $18,182.40 | $9,319.30 | 17 | 284 | 121 | 422 | $17,360.80 | $8,747.10 |

# MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| COUNTY | NO. OF MUNICIPALITIES | PRE-EXISTING UNITS (candle power) 600 | 400 | 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS 250 (candle power) | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic | 8 | 5 | | 34 | 41 | 80 | $2,504.40 | | 184 | 21 | | 205 | $ 8,199.00 | $ 2,224.20 | $ 301.20 | |
| Bergen | 19 | 87 | 75 | 71 | 57 | 290 | 14,459.50 | 1 | 144 | 303 | 6 | 454 | 18,729.00 | 8,489.60 | 5,949.50 | |
| Burlington | 6 | 5 | 18 | 3 | 11 | 37 | 1,613.20 | | 41 | 30 | | 71 | 2,911.00 | 1,140.15 | 507.45 | |
| Camden | 24 | 92 | 96 | 57 | 214 | 459 | 17,590.70 | 57 | 266 | 501 | 17 | 841 | 34,262.60 | 14,327.10 | 3,263.60 | |
| Cape May | 2 | 1 | | 3 | 3 | 7 | 241.80 | | 8 | 1 | | 9 | 356.40 | 102.00 | 139.80 | |
| Cumberland | 3 | 49 | 4 | 55 | 129 | 237 | 7,225.80 | | 270 | 42 | | 312 | 9,735.80 | 4,130.60 | 3,095.20 | |
| Essex | 9 | 210 | 38 | 106 | 71 | 425 | 20,916.20 | | 218 | 226 | | 444 | 18,383.20 | 8,836.15 | 7,712.05 | |
| Gloucester | 11 | 43 | 20 | 36 | 87 | 186 | 7,116.95 | | 109 | 108 | 7 | 224 | 8,996.48 | 3,639.25 | 3,477.70 | |
| Hudson | 3 | 37 | | | | 37 | 2,308.80 | | 46 | 89 | | 135 | 5,535.00 | 2,466.20 | | $154.70 |
| Hunterdon | 3 | | 1 | 2 | 30 | 33 | 625.15 | | 44 | 3 | | 47 | 1,175.44 | 500.00 | 125.15 | |
| Mercer | 7 | 10 | 37 | 20 | 117 | 177 | 6,839.66 | | 130 | 100 | | 230 | 9,443.20 | 3,904.30 | 3,273.15 | |
| Middlesex | 11 | 15 | 41 | 14 | 70 | 140 | 5,167.85 | 17 | 66 | 183 | | 266 | 10,928.40 | 4,956.80 | 211.05 | |
| Morris | 11 | 70 | 48 | 45 | 238 | 401 | 14,143.83 | | 89 | 341 | 84 | 514 | 17,505.16 | 12,360.60 | 1,799.23 | |
| Monmouth | 25 | 18 | 5(1000) 18 | 208 | 307 | 556 | 18,548.80 | | 229 | 449 | | 678 | 28,069.20 | 15,145.80 | 3,203.40 | |
| Ocean | 9 | 30 | 38 4(1000) | 10 | 65 | 147 | 6,269.40 | | 36 | 150 | | 186 | 7,686.00 | 4,501.20 | 1,768.20 | |
| Passaic | 3 | 57 | | 10 | 7 | 74 | 3,966.80 | | 10 | 85 | | 95 | 3,895.00 | 1,940.50 | 2,026.30 | |
| Salem | 7 | [illegible] | 35 14(1000) | 32 | 29 | 110 | 4,779.60 | | 45 | 71 | 4 | 120 | 4,752.00 | 2,075.40 | 2,704.20 | |
| Somerset | 11 | 1 | 57 | 3 | 69 | 130 | 4,486.62 | 1 | 95 | 103 | 1 | 200 | 7,563.16 | 3,336.56 | 1,150.07 | |
| Sussex | 1 | | | | 2 | 2 | 24.00 | | 2 | | | 2 | 45.00 | 20.00 | 4.00 | |
| Union | 14 | 49 | 379 | 142 | 227 | 797 | 33,900.45 | 5 | 535 | 699 | | 1239 | 50,847.40 | 22,769.55 | 11,130.90 | |
| Warren | 2 | | 35 | 12 | 17 | 64 | 2,799.83 | | 17 | 52 | | 69 | 1,184.63 | 2,718.83 | 81.00 | |
| | | | | | | | | | 2584 | | | | $250,253.09 | | | $154.70 |
| | 189 | 779 | 963 | 863 | 1784 | 4389 | $175,529.34 | 81 | | 3557 | 119 | 6341 | | $119,584.79 | $51,923.15 | |

# ATLANTIC COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-existing UNITS (candle power) 600 | 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS 250 (candle power) | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Absecon | 4;43 | - | - | 5-80 C.P.<br>6-100 C.P. | 11 | $249.00 | - | 41 | - | - | 41 | $1,623.60 | $418.20 | | $169.20 |
| Buena Vista | 48 | - | - | 9-100 C.P. | 9 | 189.00 | - | 13 | - | - | 13 | 585.00 | 62.40 | $126.60 | |
| Egg Harbor Twp. | 48 | - | 16 | | 16 | 633.60 | - | 49 | - | - | 49 | 1,940.40 | 499.80 | 133.80 | |
| Egg Harbor City | 43;45 | 5 | 1 | 9-80 C.P. | 15 | 528.60 | - | 29 | 8 | - | 37 | 1,465.20 | 459.00 | 69.60 | |
| Galloway Twp. | 4;50 | - | 3 | 1-80 C.P. | 4 | 139.80 | - | 8 | - | - | 8 | 316.80 | 81.60 | 58.20 | |
| Hamilton Twp. | 48;50 | - | - | 11-80 C.P. | 11 | 231.00 | - | 13 | - | - | 13 | 525.60 | 121.80 | 109.20 | |
| Hammonton | 43 | - | - | - | - | - | - | 10 | - | - | 10 | 396.00 | 102.00 | - | 102.00 |
| Pleasantville City | 4;48 | - | 14 | - | 14 | 554.40 | - | 21 | 13 | - | 34 | 1,346.40 | 479.40 | 75.00 | |
| | | | | | | $2,525.40 | | | | | | | | | |
| T O T A L.... | | 5 | 34 | 41 | 80 | | - | 184 | 21 | - | 205 | $8,199.00 | $2,224.20 | $572.40 | $271.20 |

# BERGEN COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) OVER 400 | UNDER 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT New Units 250 (candle power) | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alpine Boro | 1 | - | - | 5 | 5 | $ 95.00 | 1 | 10 | - | - | 11 | $ 548.00 | 140.00 | | $ 45.00 |
| Carlstadt Boro | 2 | 1 | 3 | 3 | 4 | 114.65 | - | - | 6 | - | 6 | 246.00 | 128.40 | | 13.75 |
| Edgewater Boro | 5 | 13 | - | - | 13 | 819.55 | - | - | 22 | 6 | 28 | 1148.00 | 704.80 | $ 114.75 | |
| Boro E.Paterson | 4 | - | 2 | 8 | 10 | 242.00 | - | 45 | - | - | 45 | 1,845.00 | 546.75 | | 304.75 |
| Boro E.Rutherford | 2 | - | - | 1 | 1 | 21.50 | - | - | 1 | - | 1 | 41.00 | 21.40 | .10 | |
| Boro Fairlawn | 4 | - | 20 | 4 | 24 | 919.00 | - | 43 | - | - | 43 | 1,763.00 | 522.45 | 396.55 | |
| Boro Fairview | 1;S-1 | 13 | 13 | - | 26 | 1,540.20 | - | - | 35 | - | 35 | 1,435.00 | 749.00 | 791.20 | |
| Boro Fort Lee | 1;S1A;5 | 31 | 8 | 5 | 44 | 2,083.15 | - | 18 | 48 | - | 66 | 2,706.00 | 1245.90 | 837.25 | |
| Boro of Lodi | 6 | | | | | none | | 9 | 4 | - | 13 | 533.00 | 194.95 | | 194.95 |
| Twp.of Lyndhurst | 2 | 34 | | | 34 | 2,118.00 | - | - | 40 | - | 40 | 1,640.00 | 856.00 | 1,262.00 | |
| Boro N.Arlington | 2 | 35 | - | - | 35 | 2,184.00 | - | - | 35 | - | 35 | 1,435.00 | 749.00 | 1,435.00 | |
| Boro Palisades Pk | S1;5 | 1 | - | 2 | 3 | 102.40 | - | - | 6 | - | 6 | 246.00 | 128.40 | | 26.00 |
| Boro Ridgefield | 5;S5 1;S1 | 30 | 21 | 1 | 52 | 24.94 | - | - | 65 | - | 65 | 2,665.00 | 1391.00 | 1,103.00 | |
| Village Ridgefield Park | 6 | 10 | - | - | 10 | 587.10 | - | 4 | 7 | - | 11 | 451.00 | 198.40 | 388.70 | |
| Boro Englewood Cliff | 1 | 6 | 5 | - | 11 | 599.40 | - | 2 | 14 | - | 16 | 656.00 | 323.90 | 255.50 | |
| Boro of Ramsey | 2 | 1 | | | 1 | 64.00 | | 2 | | | 2 | 100.00 | 28.00 | 36.00 | |
| Boro Rutherford | 2 | 1 | 2 | 12 | 15 | 393.15 | | | 18 | | 18 | 738.00 | 385.20 | 7.95 | |
| Boro Waldwick | 2 | | | | | | | 11 | | | 11 | 451.00 | 133.65 | | 133.65 |
| Boro Wood Ridge | 2 | 1 | | 1 | 2 | 82.40 | | | 2 | | 2 | 82.00 | 42.80 | 39.60 | |
| T O T A L ..... | | 177 | 71 | 42 | 290 | $14,459.50 | 1 | 144 | 303 | 6 | 454 | $18,729.00 | $8489.60 | 6,667.60 | $718.10 |

# BURLINGTON COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) OVER 400 | 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS 250 (candle power) | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bordentown Cty. | 25;39 | 1 | - | 4 | 5 | $ 133.15 | - | 9 | - | - | 9 | $ 369.00 | $ 109.35 | $ 23.80 | |
| Burlington Cty. | 25 | 20 | 3 | 3 | 26 | 1,293.75 | - | - | 30 | - | 30 | 1,230.00 | 642.00 | 651.75 | |
| Twp. of Chester | 38;S41 | - | - | 4 | 4 | 80.00 | - | 8 | - | - | 8 | 328.00 | 97.20 | 17.20 | |
| Twp. of Evesham | S41;40 | - | - | - | - | - | - | 20 | 20 | - | 20 | 820.00 | 243.00 | | $243.00 |
| Twp. of Hainesport | 38 | 1 | - | - | 1 | 53.15 | 2 | - | - | | 2 | 82.00 | 24.30 | 28.85 | |
| Twp. of Mansfield | 39 | 1 | - | - | 1 | 53.15 | - | 2 | - | - | 2 | 82.00 | 24.30 | 28.85 | |
| | | 23 | 3 | 11 | 37 | $1,613.20 | 41 | | 30 | | 71 | $2,911.00 | $1,140.15 | $750.45 | $243.00 |

## CAPE MAY COUNTY

### MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) UNDER 600 | 400 | 250 | 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Middle Twp. | 4 | - | - | - | - | - | - | - | 1 | - | - | 1 | $ 39.60 | $ 10.20 | - | $ 10.20 |
| Middle Twp. (Light dist.#1) | 4 | 1 | - | 3 | 3 | 7 | $ 241.80 | - | 7 | 1 | - | 8 | 316.80 | 91.80 | $ 150.00 | |
| | | 1 | | 3 | 3 | 7 | $ 241.80 | | 8 | 1 | | 9 | $ 356.40 | $ 102.00 | $ 150.00 | $10.20 |

## CUMBERLAND COUNTY

### MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) UNDER 600 | 400 | 250 | 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) 250 | 400 | 600 | 1000 | total | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bridgeton City | 49 | 8 | | 8 | 3 | 19 | $ 868.80 | - | - | 23 | - | 23 | $ 910.80 | $ 469.20 | $ 399.60 | |
| Landis Twp. | 47 | - | - | - | 1 | 1 | 24.00 | - | 18 | - | - | 19 | 775.00 | 174.40 | | $ 150.40 |
| Millville City | 47;49 | 41 | 4 | 47 | 125 | 217 | 6,333.00 | -251 | | 19 | - | 270 | 8,100.00 | 3,487.00 | 2,846.00 | |
| T O T A L..... | | 49 | 4 | 55 | 129 | 237 | $7,225.80 | 270 | | 42 | | 312 | $9,785.80 | $ 4,130.60 | $3,245.60 | $ 150.40 |

# CAMDEN COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | UNDER 250 | 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Audubon Boro | 42;43 | - | 17 | - | - | 17 | $ 931.60 | - | - | 35 | - | 35 | $1,435.00 | $ 749.00 | $ 182.60 | - |
| Brooklawn " | 45;45M | - | - | 4 | 9 | 13 | 347.00 | - | 31 | - | - | 31 | 1,271.00 | 376.65 | - | $ 29.65 |
| Barrington " | 43 | - | - | 3 | 3 | 6 | 183.00 | - | - | 10 | - | 10 | 410.00 | 214.00 | - | 31.00 |
| Bellmawr | 42 | - | - | 4 | 10 | 14 | 364.00 | - | - | 21 | - | 21 | 861.00 | 449.40 | - | 85.40 |
| Berlin Boro | 43 | - | 11 | 15 | 17 | 43 | 1,498.80 | - | 76 | - | - | 76 | 3,009.60 | 775.20 | 723.60 | - |
| Berlin Twp. | S-41 | - | - | - | 2 | 2 | 42.00 | | 2 | - | - | 2 | 79.20 | 20.40 | 21.60 | - |
| Camden City | 25;42;45 | - | 38 | - | [illegible] | 38 | 2,019.70 | | - | 51 | - | 51 | 2,091.00 | 1,091.40 | 928.30 | - |
| Clementon Boro | 43 | - | - | - | 16 | 16 | 336.00 | | 22 | - | - | 22 | 871.20 | 224.40 | 111.60 | - |
| Collingswood" | 43;45 | 23 | - | 1 | 1 | 25 | 1,496.20 | - | - | 43 | - | 43 | 1,763.00 | 920.00 | 576.20 | - |
| Delaware Twp. | 38;40;41 | - | - | - | 5 | 5 | 100.00 | - | 13 | 1 | - | 14 | 574.00 | 179.35 | - | 79.35 |
| Gloucester City | 45; 45M 1-1000 | 38 | - | 2 | - | 41 | 2,533.20 | - | - | 60 | 17 | 77 | 3,157.00 | 1,947.00 | 586.20 | - |
| Gloucester Twp. | 42 | 1 | 22 | - | 34 | 57 | 1,919.70 | - | 87 | 26 | - | 113 | 4,610.60 | 1,584.15 | 335.55 | |
| Haddon Hgts. Boro | 42;43 | 11 | 1 | 8 | 7 | 27 | 1,238.25 | - | - | 30 | - | 30 | 1,230.00 | 642.00 | 596.25 | - |
| Haddon Twp. | 42;43;45 | 10 | 4 | - | 17 | 31 | 1,179.60 | - | - | 43 | - | 43 | 1,763.00 | 920.20 | 259.40 | - |
| Laurel Springs Boro | 43 | - | - | - | 7 | 7 | 147.00 | - | - | 6 | - | 6 | 237.60 | 122.40 | 24.60 | - |
| Magnolia Boro | 43 | 3 | - | - | 13 | 16 | 447.20 | - | - | 23 | - | 23 | 943.00 | 492.20 | | 45.00 |
| Mt. Ephraim " | 42 | 4 | | 1 | 8 | 13 | 452.10 | - | - | 20 | - | 20 | 820.00 | 428.00 | 24.10 | |
| Oaklyn Boro | 42;43 | | 2 | 6 | 8 | 16 | 513.80 | - | - | 19 | | 19 | 779.00 | 406.60 | 107.20 | |
| Pennsauken | 25;45 | 1 | 1 | 8 | 7 | 17 | 583.55 | 57 | 4 | 48 | - | 109 | 4,469.00 | 1,075.80 | | 492.25 |
| Runnemede | 41;42 | 1 | | 4 | 22 | 27 | 666.40 | | 5 | 31 | | 36 | 1,476.00 | 724.15 | | 57.75 |
| Somerdale Boro | 43 | | | | 14 | 14 | 280.00 | | | 31 | | 31 | 1,259.80 | 655.40 | | 375.40 |
| Stratford Boro | 43 | - | | 1 | 11 | 12 | 270.60 | - | 25 | - | - | 25 | 990.00 | 255.00 | 15.60 | |
| Voorhees Twp. | S-41 | - | - | - | 1 | 1 | 21.00 | - | 1 | - | - | 1 | 39.60 | 10.20 | 10.80 | |
| Wood-Lynne Boro | 45 | - | - | - | 1 | 1 | 20.00 | - | - | 3 | - | 3 | 123.00 | 64.20 | | 44.20 |
| | | (189 | ) 57 | | | | | | | | | | | | | |
| | Tot. of both. | | 213 | | 459 | | $17,590.70 | 57 | 266 | 501 | 17 | 841 | $34,262.60 | $14,327.10 | $ 4,503.60 | $1,240.00 |

# ESSEX COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | UNDER 250 | 100 | TOTAL | COST | NEW UNITS 250 | 400 | 600 | 1000 | TOTAL | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT STATE REIMB. | MUNICIPAL SHARE | SAVING TO MUNC. | INCREASE TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | (candle power) | | | | | | | | |
| Belleville Town | 7;21 | 1 | - | 69 | 9 | 79 | $3,071.40 | - | 11 | 46 | - | 57 | $2,337.00 | $1,118.05 | $1,953.35 | |
| Cedar Grove Twp. | 23 | 1 | 5 | 11 | 30 | 47 | 1,380.65 | - | - | 84 | - | 84 | 3,444.00 | 1,797.60 | | $ 416.95 |
| Livingston Twp. | 10 | - | - | - | 10 | 10 | 204.00 | - | 5 | 6 | - | 11 | 452.60 | 197.90 | 6.10 | |
| Maplewood Twp. | 24 | 70 | - | - | - | 70 | 4,368.00 | - | - | 37 | - | 37 | 1,517.00 | 791.80 | | 791.80 |
| Millburn Twp. | 24 | - | - | - | 21 | 21 | 441.00 | - | 34 | - | - | 34 | 1,407.60 | 448.80 | | 7.80 |
| Newark City | 21 | 136 | 22 | - | - | 158 | 9,655.70 | 22- | 136 | - | | 154 | 6,478.00 | 3,177.70 | 6,478.00 | |
| Town of Nutley | 7 | - | 6 | 14 | 1 | 21 | 912.90 | - | - | 27 | - | 27 | 1,107.00 | 577.80 | 335.10 | |
| Verona Boro | 23 | - | 2 | 11 | - | 13 | 557.30 | - | - | 23 | - | 23 | 943.00 | 492.20 | 65.10 | |
| West Orange Twn. | 10 | 2 | 3 | 1 | - | 6 | 325.25 | - | 14 | 3 | - | 17 | 697.00 | 234.30 | 90.95 | |
| | | | | | | | | | | | | | $18,383.20 | | $8,928.60 | $1,216.55 |
| T O T A L.... | | 210 | 38 | 106 | 71 | 425 | $20,916.20 | 218 | 226 | | | 444 | | $8,836.15 | | |

# GLOUCESTER COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) UNDER 600 | 400 | 250 | 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASE TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Clayton Boro | 47 | - | - | - | 11 | 11 | $ 231.00 | - | 14 | - | - | 14 | $ 554.40 | $ 142.80 | $ 88.20 | |
| Glassboro Boro | 47 | - | 1 | 1 | 27 | 29 | 699.00 | - | 37 | - | - | 37 | 1,465.20 | 377.40 | 321.60 | |
| Greenwich Twp. | 44 | - | - | 10 | 8 | 18 | 588.00 | - | 3 | 21 | - | 24 | 950.40 | 459.00 | 129.00 | |
| Harrison Twp. | 45 | - | - | - | 2 | 2 | 42.00 | - | 2 | - | - | 2 | 79.20 | 20.40 | 21.60 | |
| Logan Twp. | 44 | - | - | 1 | 16 | 17 | 423.60 | - | 22 | - | - | 22 | 871.20 | 224.40 | 199.20 | |
| Mantoa Twp. | 45 | - | - | - | 2 | 2 | 42.00 | - | 2 | - | - | 2 | 79.20 | 20.40 | 21.60 | |
| Monroe Twp. | 42 | - | - | - | 1 | 1 | 21.00 | - | 4 | - | - | 4 | 158.40 | 40.80 | | $19.80 |
| Paulsboro | 44 | - | - | 23 | - | 23 | 910.80 | - | - | 29 | - | 29 | 1,148.48 | 591.60 | 319.20 | |
| West Deptford Twp. | 44 | - | - | - | 3 | 3 | 60.00 | - | - | 6 | - | 6 | 246.00 | 72.90 | | 12.90 |
| Westville Boro | 44;45;47) | 13 | 1 | 17 | 31 | 1,097.45 | - | 25 | 7 | - | 32 | 1,312.00 | 453.55 | 643.90 | | |
| Woodbury City | 45 | 43 | 6 | - | - | 49 | 3,002.10 | - | - | 45 | 7 | 52 | 2,132.00 | 1,236.00 | 1,766.10 | |
| T O T A L.... | | 43 | 20 | 36 | 87 | 186 | $7,116.95 | - | 109 | 108 | 7 | 224 | $8,996.48 | $3,639.25 | $3,510.40 | $32.70 |

## HUDSON COUNTY

### MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| | | PRE-EXISTING UNITS (candle power) UNDER | | | | | | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MUNICIPALITY | ROUTE | 600 | 400 | 250 | 100 | TOTAL | COST | 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASE TO MUNC. |
| Jersey City | 1 | 25 | - | - | - | 25 | $1,560.00 | - | - | 74 | - | 74 | $3,034.00 | $1,583.60 | | $23.60 |
| Town of Kearney | 25M | - | - | - | - | - | - | - | - | 14 | - | 14 | 574.00 | 299.60 | | 299.60 |
| No. Bergen Twp. | 1;S1 | 12 | - | - | - | 12 | 748.80 | - | 46 | 1 | - | 47 | 1,927.00 | 583.00 | $168.50 | |
| T O T A L ..... | | 37 | | | | 37 | $2,308.80 | 46 | | 89 | | 135 | $5,535.00 | $2,466.20 | $168.50 | $323.20 |

## HUNTERDON COUNTY

### MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| | | PRE-EXISTING UNITS (candle power) UNDER | | | | | | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MUNICIPALITY | ROUTE | 600 | 400 | 250 | 100 | TOTAL | COST | 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASE TO MUNC. |
| Clinton Town | 28 | - | 1 | 1 | - | 2 | $ 50.00 | - | 1 | 3 | - | 4 | $ 82.12 | $ 70.00 | | $ 20.00 |
| Lambertville Cty. | 29 | - | - | 1 | 2 | 3 | 44.00 | - | 6 | - | - | 6 | 134.75 | 60.00 | | 16.00 |
| Readington Twp. | 28 | - | - | - | 28 | 28 | 531.15 | - | 37 | - | - | 37 | 958.57 | 370.00 | $161.15 | |
| T O T A L..... | | | 1 | 2 | 30 | 33 | $625.15 | 44 | | 3 | | 47 | $1,175.44 | $500.00 | $161.15 | $ 36.00 |

# MERCER COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 - AGREEMENTS

| | | PRE-EXISTING UNITS (candle power) | | | | | | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | UNDER | | | NEW UNITS | | | | | | | |
| | | | | | | | | 250 | 400 | 600 | 1000 | | | | |
| MUNICIPALITY | ROUTE | 600 | 400 | 250 | 100 | TOTAL | COST | (candle power) | | | | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
| Ewing Twp. | 30 | - | - | 1 | 14 | 15 | $ 321.00 | - | 18 | - | - | 18 | $ 738.00 | $ 218.70 | $ 102.30 | |
| Hamilton Twp. | 33;37;39 | )9 | 23 (1000) | 8 | 28 | 68 | 3,306.10 | - | 39 | 67 | - | 106 | ,4346.00 | 1,907.65 | 1,398.45 | |
| Hightstown Boro | 33 | 1 2-1000 | - | 8 | 17 | 28 | 940.80 | - | - | 31 | - | 31 | 1283.40 | 837.00 | 103.80 | |
| Lawrence Twp. | 26;27 | - | 4 | 1 | 26 | 31 | 773.60 | - | 35 | - | - | 35 | 1435.00 | 425.25 | 348.35 | |
| Pennington Boro | 3 | - | - | 2 | - | 2 | 82.00 | - | 5 | - | - | 5 | 205.00 | 60.75 | 21.35 | |
| Princeton Boro | 27;31 | - | 33 | - | - | 33 | 1,753.95 | - | 33 | - | - | 33 | 1353.00 | 400.95 | 1,353.00 | |
| Washington Twp. | 25 | | | none | | | | | | 2 | - | 2 | 82.80 | 54.00 | - | $54.00 |
| T O T A L.... | | 12 | 60 | 20 | 85 | 177 | $7,177.45 | 130 | 100 | | | 230 | $ 9443.20 | $3904.30 | $3,327.15 | $54.00 |

# MIDDLESEX COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 - AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS 250 (candle power) | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cranbury Twp. | 25 | - | - | - | - | - | - | - | 2 | - | - | 2 | $ 82.00 | $ 24.30 | | $ 24.30 |
| Dunellen Boro | 28 | 11 | - | - | 10 | 21 | $886.40 | - | - | 26 | - | 26 | 1,060.00 | 556.40 | $ 330.00 | |
| E. Brunswick Twp. | S-28 | - | - | 2 | 7 | 9 | 222.00 | - | 22 | - | - | 22 | 902.00 | 267.30 | | 45.30 |
| Highland Pk.Boro | 27 | - | 17 | - | 7 | 24 | 1043.55 | - | 23 | - | - | 23 | 943.00 | 279.45 | 764.10 | |
| Madison Twp. | 35 | - | - | - | - | - | - | - | 14 | - | - | 14 | 579.60 | 184.80 | | 184.80 |
| Middlesex Boro | 28 | - | 6 | - | 22 | 28 | 801.60 | - | - | 35 | - | 35 | 1,449.00 | 945.00 | | 143.40 |
| New Brunswick City | 2-28 | 4 | 7 | 12 | 3 | 26 | 1173.65 | - | - | 45 | - | 45 | 1,845.00 | 963.00 | 210.65 | |
| Raritan Twp. | 25 | - | 3 | - | 8 | 11 | 319.45 | - | - | 29 | - | 29 | 1,189.00 | 620.60 | | 301.15 |
| Sayreville Boro | 4 | - | - | - | 9 | 9 | 216.00 | 17 | - | 5 | - | 22 | 910.80 | 136.00 | 81.00 | |
| S. Brunswick Twp. | 26 | - | - | - | - | - | - | - | - | 1 | - | 1 | 41.00 | 21.40 | | 21.40 |
| Woodbridge Twp. | 4;25 | - | 8 | - | 4 | 12 | 505.20 | - | 5 | 42 | - | 47 | 1,927.00 | 959.55 | | 454.35 |
| T O T A L... | | 15 | 41 | 14 | 70 | 140 | $5167.85 | 17 | 66 | 183 | | 266 | $10,928.40 | $4,956.80 | $ 1,385.75 | $1,174.70 |

# MONMOUTH COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | UNDER 250 | 100 | TOTAL | COST | NEW UNITS 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASE TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asbury Park | 4N | 4-1000 | - | 60 | 9 | 73 | $3,050.40 | - | 14 | 57 | - | 71 | $2,939.40 | $1,723.80 | $1,326.60 | |
| Boro Atlantic Highlands | 36 | - | - | 6 | 1 | 7 | 316.00 | - | - | 8 | - | 8 | 331.20 | 216.00 | | $ 100.00 |
| Boro Aven-by-the-Sea | 4N | - | - | 41 | - | 41 | 1,697.40 | - | - | 22 | - | 22 | 910.80 | 594.00 | 1,103.40 | |
| Boro of Belmar | 4N;35 | 2 | - | 23 | 18 | 43 | 1,521.00 | - | - | 29 | - | 29 | 1,200.60 | 783.00 | 738.00 | |
| Boro Bradley B'ch. | 4N | - | - | 60 | - | 60 | 2,484.00 | - | - | 26 | - | 26 | 1,076.40 | 702.00 | 1,782.00 | |
| Boro of Brielle | 4N | 4-1000 | - | - | 9 | 13 | 539.40 | - | - | 25 | - | 25 | 1,035.00 | 675.00 | | 135.60 |
| Boro of Deal | 4N | - | - | 8 | - | 8 | 331.20 | - | - | 12 | - | 12 | 496.80 | 324.00 | 7.20 | |
| Boro Eatontown | 4N;35 | - | - | 1 | 23 | 24 | 595.50 | - | 38 | 6 | - | 44 | 1,821.60 | 663.60 | | 68.10 |
| Boro Freehold | 4;33 | 13 | 1 | - | - | 14 | 943.80 | - | 5 | 13 | - | 18 | 745.20 | 417.00 | 526.80 | |
| Boro Highlands | 36 | - | - | 1 | 17 | 18 | 398.40 | - | 8 | 23 | - | 31 | 1,283.40 | 726.60 | | 328.20 |
| Howell Twp. | 4;33 | - | - | - | 7 | 7 | 150.00 | - | 13 | - | - | 13 | 538.20 | 171.60 | | 21.60 |
| Boro Manasquan | 4N | - | - | - | 14 | 14 | 336.00 | - | - | 23 | - | 23 | 952.20 | 621.00 | | 285.00 |
| Boro Matawan | 4;34 | - | - | - | 13 | 13 | 273.00 | - | 12 | 3 | - | 15 | 621.00 | 239.40 | 33.60 | |
| Middletown Twp. | 35;36 | - | - | - | 10 | 10 | 210.00 | - | 24 | - | - | 24 | 993.60 | 316.80 | | 106.80 |
| Boro Neptune City | 35 | - | - | - | 16 | 16 | 372.00 | - | 11 | 14 | - | 25 | 1,035.00 | 523.20 | - | 151.20 |
| Twp. Neptune | 4N;33;35 | - | - | 1 | 93 | 94 | 2,273.40 | - | 39 | 45 | - | 84 | 3,477.60 | 1,729.80 | 543.60 | |
| Twp. of Ocean | 4N;35 | - | - | 1 | 3 | 4 | 110.40 | - | 4 | 6 | - | 10 | 414.00 | 214.80 | | 104.00 |
| Twp. Raritan | 35;36 | - | - | - | 4 | 4 | 88.50 | - | 8 | 4 | - | 12 | 496.80 | 213.60 | | 125.10 |
| Boro Red Bank | 35 | 2 | 13 | 3 | 2 | 20 | 1,010.80 | - | - | 39 | - | 39 | 1,614.60 | 1,053.00 | | 42.20 |
| Boro Sea Girt | 4N | 1-1000 | - | - | 5 | 6 | 207.60 | - | - | 17 | - | 17 | 703.80 | 459.00 | | 251.40 |
| Shrewsbury Twp. | 33 | - | - | - | 2 | 2 | 42.00 | - | 3 | - | - | 3 | 124.20 | 39.60 | 2.40 | |
| Shrewsbury Boro | 35 | - | 4 | - | 21 | 25 | 659.40 | - | 38 | 9 | - | 47 | 1,945.80 | 744.60 | | 85.20 |
| Boro Spring Lake Hgts. | 4N | - | - | 3 | 20 | 23 | 528.20 | - | - | 43 | - | 43 | 1,780.20 | 1,161.00 | | 632.80 |
| Twp. of Wall | 4N;35 | - | - | - | 10 | 10 | 222.00 | - | 12 | 18 | - | 30 | 1,242.00 | 644.40 | | 422.40 |
| Boro W. Long Branch | 4N | 1 | - | - | 6 | 7 | 188.40 | - | - | 7 | - | 7 | 289.80 | 189.00 | | .60 |
| | | | | | | | | | | | | | | $15,145.80 | | |
| T O T A L..... | | 27 | 18 | 208 | 303 | 556 | $18,548.80 | 229 | 449 | | | 678 | $28,069.20 | | $6,063.60 | $2,860.20 |

SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT

# MORRIS COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASE TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chatham Boro | 24 | 30 | - | - | 1-1000 | 31 | $2,139.60 | - | - | 30 | 1 | 31 | $1,283.40 | $ 856.20 | $1,283.40 | |
| Denville Twp. | 5N;6 | 2 | 5 | 9 | 33 | 49 | 1,446.80 | - | 4 | 100 | - | 104 | 2,545.40 | 2,040.00 | | $ 593.20 |
| Town of Dover | 6 | - | - | 14 | 27 | 41 | 1,102.55 | - | - | 56 | - | 56 | 1,362.63 | 1,120.00 | | 17.45 |
| Madison Boro | 24 | - | 35 | 17 | 44 | 96 | 3,437.25 | - | - | - | 83 | 83 | 3,403.00 | 3,237.00 | 200.25 | |
| Morris Twp. | 24;32 | *27 Single burner gas units. | | | | | 648.00 | - | - | 42 | - | 42 | 1,738.80 | 1,134.00 | | 486.00 |
| Morris Plains Boro | 32 | - | 8 | - | 4 | 12 | 553.80 | - | - | 14 | - | 14 | 579.60 | 378.00 | 175.80 | |
| Town of Morristown | 24;32 | 36 | - | 5 | 75 | 116 | 4,244.40 | - | - | 97 | - | 97 | 4,015.80 | 2,619.00 | 1,625.40 | |
| Mt. Olive Twp. | 6 | - | - | - | 8 | 8 | 116.00 | - | 9 | - | - | 9 | 202.50 | 90.00 | 26.00 | |
| Mountain Lakes Boro | 6 | 2 | - | - | 9 | 11 | 325.80 | - | 27 | - | - | 27 | 1,117.80 | 356.40 | | 30.60 |
| Netcong Boro | 6 | - | - | - | 6 | 6 | 72.00 | - | 4 | 2 | - | 6 | 124.45 | 80.00 | 8.00 | |
| Rockaway Boro | 6 | - | - | - | 4 | 4 | 57.63 | - | 45 | - | - | 45 | 1,131.78 | 450.00 | | 392.37 |
| T O T A L.... | | 70 | 48 | 45 | 238 | 401 | $14,143.83 | 89 | 341 | 84 | | 514 | $17,505.16 | $12,360.60 | $3,318.85 | $1,519.62 |

# OCEAN COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | 250 | UNDER 100 | TOTAL | COST | NEW UNITS 250 | 400 | 600 | 1000 (candle power) | TOTAL | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT STATE REIMB. | MUNICIPAL SHARE | SAVING TO MUNC. | INCREASE TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Beachwood Boro 4 | 20 | - | - | - | 20 | $1,368.00 | - | - | 20 | - | 20 | $ 828.00 | $ 540.00 | $ 828.00 | |
| Eagleswood Twp. 4 | - | - | 1 | - | 1 | 39.60 | - | 1 | - | - | 1 | 39.60 | 10.20 | 29.40 | |
| Island Hghts. Boro 37 | - | - | 1 | 2 | 3 | 89.40 | - | 2 | - | - | 2 | 82.80 | 26.40 | 63.00 | |
| Lakewood Twp. 4;40;35 | - | 32 | - | 35 | 67 | 2,482.20 | - | 23 | 61 | - | 84 | 3,477.60 | 1,950.60 | 531.60 | |
| Pt. Pleasant Boro 35 | - | 1 | 2 | 14 | 17 | 431.40 | - | - | 28 | - | 28 | 1,159.20 | 756.00 | - | $324.60 |
| Pt. Pleasant Bch. 35 Boro | 10 4-1000 | 5 | 6 | 4 | 29 | 1,639.80 | - | - | 41 | - | 41 | 1,697.40 | 1,107.00 | 532.80 | |
| Stafford Twp. 4 | - | - | - | 3 | 3 | 72.00 | - | 3 | - | - | 3 | 118.30 | 30.60 | 41.40 | |
| Tuckerton Boro 4 | - | - | - | 4 | 4 | 84.00 | - | 4 | - | - | 4 | 158.40 | 40.80 | 43.20 | |
| Union Twp. 4 | - | - | - | 3 | 3 | 63.00 | - | 3 | - | - | 3 | 124.20 | 39.60 | 23.40 | |
| TOTAL.... | 34 | 38 | 10 | 65 | 147 | $6,269.40 | - | 36 | 150 | - | 186 | $7,686.00 | $4,501.20 | $2,092.80 | $324.60 |

## PASSAIC COUNTY

### MUNICIPAL REIMBURSEMENT - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) UNDER 600 | 400 | 250 | 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASE TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City of Paterson | 3 | 57 | - | - | - | 57 | $3,556.80 | - | - | 73 | - | 73 | $2,993.00 | $1,562.20 | $1,994.60 | |
| Little Falls Twp. | 23 | - | - | 10 | - | 10 | 410.00 | - | - | 12 | - | 12 | 492.00 | 256.80 | 153.20 | |
| Wayne Twp. | 23 | - | - | - | 7 | 7 | cost to county | | | 10 | - | 10 | 410.00 | 121.50 | | $121.50 |
| TOTAL.... | | 57 | | 10 | 7 | 74 | $3,966.80 | | | 10 | 85 | 95 | $3,895.00 | $1,940.50 | $2,147.80 | $121.50 |

## SALEM COUNTY

### MUNICIPAL REIMBURSEMENT - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) UNDER 600 | 400 | 250 | 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASE TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Elmer Boro | 48 | - | 2 | - | 6 | 8 | $225.60 | - | - | 7 | - | 7 | $277.20 | $142.80 | $ 82.80 | |
| Penns Grove Boro | 44;48 | 10-1000 | 3 | 2 | - | 15 | 1044.60 | - | - | 15 | - | 15 | 594.00 | 306.00 | 738.60 | |
| Quinton Twp. | 49 | - | 0 | - | 4 | 4 | 84.00 | - | 4 | - | - | 4 | 158.40 | 40.80 | 43.20 | |
| Salem City | 45 | 3-1000 | 2 | 5 | 2 | 12 | 590.40 | - | - | 11 | 3 | 14 | 554.40 | 350.40 | 240.00 | |
| Upper Penns Neck | 44;48 | - | 20 | - | 1 | 21 | 1020.00 | | 2 | 22 | - | 24 | 950.40 | 469.20 | 550.80 | |
| Woodstown Boro | 45;48 | 1-1000 | 2 | 8 | 3 | 14 | 570.00 | | 2 | 15 | 1 | 18 | 712.80 | 368.40 | 201.60 | |
| Lower Penns Neck Twp. | 44 | - | 6 | 17 | 13 | 36 | 1245.00 | | 37 | 1 | | 38 | 1504.80 | 397.80 | 847.20 | |
| TOTAL .... | | 14 | 35 | 32 | 29 | 110 | $4779.60 | | 45 | 71 | 4 | 120 | $4752.00 | $2075.40 | $2704.20 | |

## SOMERSET COUNTY

### MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bound Brook Boro | 28;29 | - | 9 | - | 29 | 38 | $1,058.35 | - | 2 | 36 | - | 38 | $1,558.00 | $ 794.70 | $ 263.65 | |
| Bridgewater Twp. | 28;29 | - | - | - | - | - | none | 1 | 16 | - | - | 17 | 697.00 | 194.40 | | $ 194.40 |
| Bedminster Twp. | 31;32 | - | - | - | 9 | 9 | 218.25 | - | 21 | - | - | 21 | 540.83 | 210.00 | 8.25 | |
| Bernardsville | 32 | 1 | 3 | 1 | 15 | 20 | 416.27 | - | 4 | 15 | 1 | 20 | 522.30 | 395.00 | 21.27 | |
| Green Brook Twp. | 29 | - | 3 | - | 2 | 5 | 199.45 | - | 6 | 2 | - | 8 | 328.00 | 115.70 | 83.75 | |
| Hillsboro Twp. | 31 | - | - | - | - | - | none | - | 9 | - | - | 9 | 369.00 | 109.35 | | 109.35 |
| N.Plainfield Boro | 29 | - | - | - | 4 | 4 | 80.00 | - | 11 | 4 | - | 15 | 615.00 | 219.25 | | 139.25 |
| Peapack-Gladstone Boro | 31 | - | - | - | - | - | none | - | 1 | - | - | 1 | 22.93 | 10.00 | | 10.00 |
| Town of Raritan | 29;31 | - | 1 | 2 | 6 | 9 | 255.15 | - | 5 | 9 | - | 14 | 574.00 | 253.36 | 1.80 | |
| Somerville | 28;29 | - | 41 | - | 3 | 44 | 2,239.15 | - | 17 | 37 | - | 54 | 2,214.00 | 998.35 | 1,240.80 | |
| Watchung | 29 | - | - | - | 1 | 1 | 20.00 | - | 3 | - | - | 3 | 123.00 | 36.45 | | 16.45 |
| T O T A L.... | | 1 | 57 | 3 | 69 | 130 | $4,486.62 | 1 | 95 | 103 | 1 | 200 | $7,563.16 | $3,336.56 | $1,619.52 | $ 469.45 |

## SUSSEX COUNTY

### MUNICIPAL REIMBURSEMENTS - 1941 AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | 250 | UNDER 100 | TOTAL | COST | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT NEW UNITS (candle power) 250 | 400 | 600 | 1000 | TOTAL | STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sussex Boro | 8N;23 | - | - | - | 2 | 2 | $24.00 | - | 2 | - | - | 2 | $45.00 | $20.00 | $4.00 | |
| Total..... | | | | | 2 | 2 | $24.00 | | 2 | | | 2 | $45.00 | $20.00 | $4.00 | |

# UNION COUNTY

## MUNICIPAL REIMBURSEMENTS - 1941 - AGREEMENTS

| MUNICIPALITY | ROUTE | PRE-EXISTING UNITS (candle power) 600 | 400 | UNDER 250 | 100 | total | cost | NEW UNITS (candle power) 250 | 400 | 600 | 1000 | TOTAL | SAFETY LIGHTING UNITS UNDER 1941 AGREEMENT STATE REIMB. | MUNICIPAL SHARE | SAVINGS TO MUNC. | INCREASES TO MUNC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cranford Twp. | 28 | - | 12 | - | 21 | 33 | $1,089.30 | - | 7 | 31 | - | 38 | $1,558.00 | $ 748.45 | $ 340.85 | |
| City of Elizabeth | 24;25;27;28 | 6 | 180 | - | 8 | 194 | 10,110.40 | - | 167 | 87 | - | 254 | 10,414.00 | 3,890.85 | 6,219.55 | |
| Garwood Boro | 28 | - | 8 | - | 13 | 21 | 685.20 | - | - | 26 | | 26 | 1,066.00 | 556.40 | 128.80 | |
| Hillside Twp. | 24;29 | - | 1 | 10 | 2 | 13 | 503.15 | - | 61 | 3 | - | 64 | 2,624.00 | 805.35 | | $302.20 |
| City of Linden | 25;27 | - | 32 | 13 | 68 | 113 | 3,593.80 | - | 49 | 141 | - | 190 | 7,790.00 | 3,612.75 | | 18.95 |
| Mountainside Boro | 29 | - | - | - | 5 | 5 | 100.00 | - | 6 | 8 | - | 14 | 574.00 | 244.10 | | 144.10 |
| City of Rahway | 25;27 | - | 24 | - | 36 | 60 | 1,995.60 | - | 83 | 28 | - | 111 | 4,551.00 | 1,607.65 | 387.95 | |
| Roselle Boro | 27 | - | 3 | - | 12 | 15 | 399.45 | - | 27 | - | - | 27 | 1,107.00 | 328.05 | 71.40 | |
| Roselle Park Boro | 28 | - | 26 | - | 19 | 45 | 1,761.90 | 2 | - | 52 | - | 54 | 2,214.00 | 1,112.80 | 649.10 | |
| Scotch Plains Twp. | 29 | - | - | - | 5 | 5 | 101.50 | - | 0 | - | - | 9 | 369.00 | 109.35 | | 7.85 |
| Springfield Twp. | 24;S24;29 | 43 | - | - | 18 | 61 | 3,319.20 | 3 | 86 | - | - | 89 | 3,684.60 | 2,322.00 | 997.20 | |
| City of Summit | 24 | - | - | - | 19 | 19 | 399.00 | - | 32 | - | - | 32 | 1,324.80 | 422.40 | | 23.40 |
| Union Twp. | 24;S24;29 | - | 53 | 81 | - | 134 | 6,137.95 | - | - | 272 | - | 272 | 11,152.00 | 5,820.80 | 317.15 | |
| Town of Westfield | 28 | - | 40 | 38 | 1 | 79 | 3,704.00 | - | 8 | 51 | - | 59 | 2,419.00 | 1,188.60 | 2,515.40 | |
| T o t a l.... | | 49 | 379 | 142 | 227 | 797 | $33,900.45 | 5 | 535 | 699 | | 1239 | $50,847.40 | $22,769.55 | $11,627.40 | $496.50 |

## WARREN COUNTY

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hackettstown | 6 | - | 35 | - | 12 | 47 | $2,494.83 | - | - | 49 | - | 49 | 766.00 | 2,488.83 | 6.00 | |
| Washington Boro | 24;30 | - | - | 12 | 5 | 17 | 305.00 | - | 17 | 3 | - | 20 | 418.63 | 230.00 | 75.00 | |
| T o t a l | | | 35 | 12 | 17 | 64 | 2,799.83 | | 17 | 52 | | 69 | $1184.63 | $2,718.83 | $81.00 | |

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION - SIGNS BUREAU

ELECTRICAL DIRECTIONARY AND CAUTIONARY SIGN LOCATIONS

Note: * Installed 1940
Dir denotes Directionary Signs
Caut " Cautionary "
F " Fluorescent "

| Job No. | Route No. | Location | Dir. | Caut. | Total |
|---|---|---|---|---|---|
| 112 | 1-3 | North Bergen Circle | 10 | 3 | 13 |
| 117 | 1-10-25 | Wallis Avenue Circle | 14 | 4 | 18 |
| 148 | 1-4-6 | George Washington Bridge Plaza | 26 | 1 | 27 |
| 204 | 2-4 | Paramus Cloverleaf | 12 | | 12 |
| 312 | 3 | Lincoln Tunnel Approach | 4 | | 4 |
| 403 | 4-25 | Woodbridge Cloverleaf | 20 | | 20 |
| 436 | 4-33 | Freehold Circle | 13 | 5 | 18 |
| 605 | 6-23 | Singac Circle | 15 | 4 | 19 |
| 609 | 6-10 | Grade Separation & Circle | 10 | 4 | 14 |
| 618 | 6 | Mersemere-Palisades Park | 2 | | 2 |
| 685 | 6-31 | Netcong Grade Separation | 16 | 3 | 19 |
| 1007 | 10 | Lake Hopatcong Grade Separation | 5 | 2 | 7 |
| 1202 * | 12-29-30 | Flemington Circle (F) | 12 | 4 | 16 |
| 2403 * | 24-28 | Still Valley Circle (F) | 5 | 3 | 8 |
| 2404 * | 24-28 | Lopatcong Connecting Line (F) | 2 | 2 | 4 |
| 2503 | 25 | Camden Circle | 6 | 5 | 11 |
| 2519 | 25 | Pulaski Skyway Down Ramp | 3 | | 3 |
| 2524 | 25 | Woodbridge Ave., Highland Park | 1 | | 1 |
| 2529 | 25 | Bayway Circle | 4 | 5 | 9 |
| 2532 | 21-25-29 | Newark Junction | 12 | 3 | 15 |
| 2554 | 25 | Burlington - Bristol Bridge Approach | 1 | | 1 |
| 2558 | 25-33 | Hightstown By-Pass | 2 | | 2 |
| 2570 | 25 | Pulaski Skyway, Jersey City | 1 | | 1 |
| 2570 | 1-10-25 | Pulaski Skyway, Tunnel Circle | 16 | | 16 |
| 2577 | 25 | Green Street Circle | 12 | 2 | 14 |
| 2603 | 26 | Penns Neck Circle | 4 | 4 | 8 |
| 2604 | 26 | South of Penns Neck Circle (Fluorescent) | | 1 | 1 |
| 2604 | 26 | Penns Neck Circle (2 Neon Cautionary signs) | | | |
| 2606 | 26 | Jersey Avenue, New Brunswick | 2 | 1 | 3 |
| 2607 | 26 | Livingston Avenue, New Brunswick | 2 | | 2 |
| 2905 | 29 | Morris Avenue, Rt. S24, Overpass, Union | 7 | | 7 |
| 2906 | 28-29-31 | Somerville Circle | 13 | 5 | 18 |
| 2918 | 29 | Mountain Avenue Circle | 6 | 3 | 9 |
| 3310 | 33-34 | Lippincott's Corner Separation | 6 | 2 | 8 |
| 3312 | 33-34 | Hurley's Corner Circle | 12 | 3 | 15 |
| 3406 | 34-35 | Brielle Circle (Fluorescent) | 14 | 4 | 18 |
| 3533 * | 35 | South Approach, Edison Bridge | 5 | - | 5 |
| 3570 | 4-35 | South Amboy Circle | 5 | 1 | 6 |

| Job. No. | Route No. | Location | Dir. | Caut. | Total |
|---|---|---|---|---|---|
| 3571 | 4-35 | South Amboy Circle Grade Separation (Main St.) | 4 | | 4 |
| 3572 | 35 | Morgan Grade Separation | 2 | 1 | 3 |
| 4006 | 34-35-40 | Laurelton Circle | 14 | 5 | 19 |
| 4308 | 43-45 | Collingswood Circle (Fluorescent) | 10 | 4 | 14 |
| 4310 | 43-50 | Egg Harbor | 1 | | 1 |
| 6002 | 25-S28 | New Brunswick Circle | 8 | 4 | 12 |
| 7505 * | 25 | Lockwood St. Ramp, Newark | 1 | | 1 |
| Total.... | | | | | |
| | 38 | Incandescent Locations | 297 | 68 | 365 |
| | 6 | Fluorescent " | 43 | 18 | 61 |
| | 1 | Neon " | - | 2 | 2 |
| Total | 45 | " | 340 | 88 | 428 |
| Installed prior to Jan. 1, 1940 | | | | | |
| | 36 | Incandescent Locations | 291 | 68 | 359 |
| | 3 | Fluorescent " | 24 | 9 | 33 |
| | 1 | Neon " | - | 2 | 2 |
| Total | 40 | " | 315 | 79 | 394 |
| Installed during 1940 | | | | | |
| | 2 | Incandescent Locations | 6 | - | 6 |
| | 3 | Fluorescent " | 19 | 9 | 28 |
| Total | 5 | " | 25 | 9 | 34 |

NEW JERSEY STATE HIGHWAY DEPARTMENT
Electrical Division
Operation of Bridges - 1940

| BRIDGE NO. | OPERATIONS | JAN. | FEB. | MAR. | APR. | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hackensack River | Test Openings | 6 | 2 | 3 | 7 | 2 | 1 | 5 | 3 | 2 | 4 | - | 1 | 36 |
| Secaucus | Boat Openings | 41 | 21 | 25 | 22 | 18 | 22 | 18 | 31 | 40 | 41 | 30 | 29 | 338 |
| 2.5/3 | Total: | 47 | 23 | 28 | 29 | 20 | 23 | 23 | 34 | 42 | 45 | 30 | 30 | 374 |
| | Minutes closed to traffic | 356 | 168 | 218 | 234 | 160 | 194 | 180 | 262 | 279 | 283 | 177 | 182 | 2693 |
| Nacote Creek | Test Openings | 2 | 2 | - | 2 | - | 1 | 1 | 2 | 2 | 1 | 2 | 2 | 17 |
| Smithville | Boat Openings | - | - | 2 | - | 3 | 1 | 1 | - | - | 1 | - | - | 8 |
| 51.3/4 | Total: | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 25 |
| | Minutes closed to traffic | 10 | 10 | 39 | 10 | 45 | 12 | 16 | 10 | 10 | 11 | 10 | 10 | 193 |
| Mullica River | Test Openings | 9 | 11 | 4 | - | 8 | - | - | - | - | - | - | - | 32 |
| Smithville | Boat Openings | - | - | 10 | 25 | 43 | 63 | 70 | 50 | 45 | 35 | 31 | 20 | 392 |
| 53.0/4 | Total: | 9 | 11 | 14 | 25 | 51 | 63 | 70 | 50 | 45 | 35 | 31 | 20 | 424 |
| | Minutes closed to traffic | 48 | 55 | 82 | 159 | 302 | 361 | 407 | 312 | 282 | 213 | 190 | 124 | 2535 |
| Bass River | Test Openings | 4 | 3 | 5 | 4 | 7 | 5 | 4 | 4 | 4 | 4 | 4 | 5 | 53 |
| New Gretna | Boat Openings | - | - | - | - | - | 1 | - | 1 | - | - | - | - | 2 |
| 56.7/4 | Total: | 4 | 3 | 5 | 4 | 7 | 6 | 4 | 5 | 4 | 4 | 4 | 5 | 55 |
| | Minutes closed to traffic | 16 | 14 | 23 | 17 | 41 | 26 | 18 | 24 | 19 | 17 | 18 | 23 | 256 |
| Shark River | Test Openings | - | 3 | 4 | 9 | 5 | 2 | 1 | 1 | - | 2 | 2 | 3 | 32 |
| Sterner Bridge | Boat Openings | - | - | 3 | 16 | 31 | 130 | 299 | 394 | 259 | 89 | 67 | 25 | 1313 |
| 75.8/4N | Total: | - | 3 | 7 | 25 | 36 | 132 | 300 | 395 | 259 | 91 | 69 | 28 | 1345 |
| | Minutes closed to traffic | - | 13 | 31 | 112 | 141 | 484 | 887 | 1441 | 939 | 329 | 245 | 108 | 4730 |

## BRIDGES CONTINUED

| BRIDGE NO. | OPERATIONS | JAN. | FEB. | MAR. | APR. | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Raritan River | Test Openings | 3 | - | - | 1 | - | - | 1 | 1 | - | - | - | - | 6 |
| Victory Bridge | Boat Openings | 101 | 139 | 251 | 297 | 321 | 326 | 249 | 268 | 221 | 246 | 151 | 201 | 2771 |
| 135.1/4 | Total: | 104 | 139 | 251 | 298 | 321 | 326 | 250 | 269 | 221 | 246 | 151 | 201 | 2777 |
| | Minutes closed to traffic | 563 | 777 | 1383 | 1657 | 1800 | 1859 | 1361 | 1478 | 1305 | 1386 | 992 | 1071 | 15632 |
| Hackensack River | Test Openings | 2 | 1 | 2 | 7 | 1 | 9 | 5 | 4 | 5 | 3 | - | 2 | 41 |
| Little Ferry | Boat Openings | 27 | 15 | 15 | 19 | 15 | 12 | 13 | 16 | 19 | 26 | 23 | 20 | 220 |
| 4.0/6L | Total: | 29 | 16 | 17 | 26 | 16 | 21 | 18 | 20 | 24 | 29 | 23 | 22 | 261 |
| | Minutes closed to traffic | 155 | 85 | 95 | 142 | 80 | 151 | 106 | 101 | 127 | 165 | 115 | 120 | 1442 |
| Hackensack River | Test Openings | 2 | 4 | 10 | 5 | 16 | 29 | 21 | 3 | 2 | 9 | 13 | 8 | 122 |
| Jersey City | Boat Openings | 96 | 74 | 91 | 85 | 56 | 78 | 68 | 95 | 122 | 112 | 113 | 88 | 1078 |
| Wittpenn | Total: | 98 | 78 | 101 | 90 | 72 | 107 | 89 | 98 | 124 | 121 | 126 | 96 | 1200 |
| 50.5/10 | Minutes closed to traffic | 559 | 486 | 605 | 515 | 403 | 579 | 523 | 548 | 722 | 673 | 686 | 557 | 6856 |
| Cooper River | Test Openings | - | - | - | 6 | 15 | 53 | 14 | 37 | - | 6 | 26 | 23 | 180 |
| Camden | Boat Openings | 8 | 170 | 44 | 36 | 41 | 54 | 64 | 52 | 45 | 62 | 71 | 60 | 707 |
| 0.6/25 | Total: | 8 | 170 | 44 | 42 | 56 | 107 | 78 | 89 | 45 | 68 | 97 | 83 | 887 |
| | Minutes closed to traffic | 37 | 814 | 186 | 151 | 235 | 483 | 361 | 393 | 174 | 265 | 456 | 391 | 3946 |
| Rancocas River | Test Openings | 7 | 3 | 3 | 2 | 3 | 7 | 8 | - | 1 | 1 | - | 1 | 36 |
| Bridgeboro | Boat Openings | - | 4 | 8 | 19 | 33 | 55 | 76 | 49 | 74 | 53 | 32 | 21 | 424 |
| 12.7/25 | Total: | 7 | 7 | 11 | 21 | 36 | 62 | 84 | 49 | 75 | 54 | 32 | 22 | 460 |
| | Minutes closed to traffic | 38 | 39 | 62 | 120 | 206 | 348 | 483 | 286 | 412 | 291 | 172 | 124 | 2581 |
| Passaic River | Test Openings | 2 | 1 | - | 3 | 10 | 3 | 1 | 1 | - | - | - | - | 21 |
| Newark | Boat Openings | 946 | 911 | 952 | 922 | 925 | 990 | 952 | 1089 | 855 | 1051 | 1017 | 1026 | 11636 |
| 56.7/25M | Total: | 948 | 912 | 952 | 925 | 935 | 993 | 953 | 1090 | 855 | 1051 | 1017 | 1026 | 11657 |
| | Minutes closed to traffic | 4740 | 4483 | 4738 | 4594 | 4866 | 4872 | 4871 | 5518 | 4878 | 5462 | 5298 | 5240 | 59561 |

BRIDGES CONTINUED

| BRIDGE NO. | OPERATIONS | JAN. | FEB. | MAR. | APR. | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hackensack River | Test Openings | 7 | - | - | - | - | 5 | 5 | 7 | 4 | 2 | 10 | 8 | 48 |
| Kearney | Boat Openings | 568 | 512 | 540 | 512 | 549 | 540 | 563 | 615 | 606 | 652 | 594 | 578 | 6829 |
| 57.8/25M | Total: | 575 | 512 | 540 | 512 | 549 | 545 | 568 | 622 | 610 | 654 | 604 | 586 | 6877 |
| | Minutes closed to traffic | 2696 | 2400 | 2494 | 2319 | 2380 | 2375 | 2436 | 2751 | 2762 | 2889 | 2750 | 2690 | 30942 |
| Inland Waterway | Test Openings | 2 | 2 | 5 | 5 | 7 | 12 | 15 | 7 | 3 | 2 | 4 | 4 | 68 |
| Point Pleasant | Boat Openings | 19 | 27 | 23 | 73 | 166 | 306 | 575 | 564 | 398 | 198 | 72 | 31 | 2452 |
| 8.6/35 | Total: | 21 | 29 | 28 | 78 | 173 | 318 | 590 | 571 | 401 | 200 | 76 | 35 | 2520 |
| | Minutes closed to traffic | 125 | 182 | 141 | 432 | 724 | 1205 | 2017 | 1896 | 1469 | 723 | 297 | 162 | 9373 |
| Manasquan River | Test Openings | 10 | 9 | 4 | 12 | 10 | 37 | 6 | 2 | 1 | 4 | 6 | 4 | 105 |
| Point Pleasant | Boat Openings | 2 | 12 | 23 | 79 | 240 | 533 | 1014 | 1020 | 778 | 328 | 96 | 35 | 4160 |
| 11.4/35 | Total: | 12 | 21 | 27 | 91 | 250 | 570 | 1020 | 1022 | 779 | 332 | 102 | 39 | 4265 |
| | Minutes closed to traffic | 58 | 88 | 92 | 309 | 815 | 1898 | 3330 | 3254 | 2535 | 1072 | 369 | 160 | 13980 |
| Matawan Creek | Test Openings | 4 | 4 | 4 | 3 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 30 |
| Keyport | Boat Openings | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 41.2/35 | Total: | 4 | 4 | 4 | 3 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 30 |
| | Minutes closed to traffic | 20 | 20 | 35 | 22 | 6 | 12 | 12 | 13 | 12 | 13 | 13 | 12 | 190 |
| Cheesquake Creek | Test Openings | 6 | 3 | 6 | 6 | 2 | 6 | 29 | - | 2 | - | - | 4 | 64 |
| Morgan | Boat Openings | - | - | - | 1 | 26 | 132 | 254 | 191 | 124 | 56 | 17 | - | 801 |
| 43.9/35 | Total: | 6 | 3 | 6 | 7 | 28 | 138 | 283 | 191 | 126 | 56 | 17 | 4 | 865 |
| | Minutes closed to traffic | 24 | 12 | 36 | 28 | 112 | 552 | 1227 | 764 | 504 | 224 | 68 | 16 | 3567 |
| Shrewsbury River | Test Openings | 15 | 12 | 13 | 20 | 35 | 9 | 2 | 1 | 2 | 2 | 10 | 11 | 132 |
| Highlands | Boat Openings | 1 | 3 | 2 | 8 | 4 | 30 | 66 | 54 | 38 | 16 | 4 | - | 226 |
| 12.6/36 | Total: | 16 | 15 | 15 | 28 | 39 | 39 | 68 | 55 | 40 | 18 | 14 | 11 | 358 |
| | Minutes closed to traffic | 98 | 89 | 87 | 198 | 259 | 302 | 612 | 417 | 310 | 139 | 92 | 63 | 2666 |

## BRIDGES CONTINUED

| BRIDGE NO. | OPERATIONS | JAN. | FEB. | MAR. | APR. | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oldman's Creek<br>Nortonville<br>5.4/44 | Test Openings | 6 | 13 | 4 | 8 | 6 | 13 | 15 | 15 | 4 | 4 | 12 | 6 | 106 |
| | Boat Openings | - | - | 8 | - | 1 | 3 | 2 | 8 | 5 | 3 | - | - | 30 |
| | Total: | 6 | 13 | 12 | 8 | 7 | 16 | 17 | 23 | 9 | 7 | 12 | 6 | 136 |
| | Minutes closed to traffic | 61 | 118 | 101 | 62 | 56 | 133 | 148 | 190 | 68 | 52 | 99 | 44 | 1132 |
| Raccoon Creek<br>Bridgeport<br>8.5/44 | Test Openings<br>Boat Openings<br>Total<br>Minutes closed to traffic | CLOSED -- UNDER CONSTRUCTION | | | | | | | | | | | | |
| Mantua Creek<br>Paulsboro<br>16.3/44 | Test Openings | 22 | 11 | 13 | 13 | 12 | 12 | 12 | 6 | 10 | 2 | 15 | 12 | 140 |
| | Boat Openings | 2 | 12 | 3 | 8 | 14 | 23 | 26 | 14 | 7 | 34 | 11 | 5 | 159 |
| | Total: | 24 | 23 | 16 | 21 | 26 | 35 | 38 | 20 | 17 | 36 | 26 | 17 | 299 |
| | Minutes closed to traffic | 240 | 230 | 160 | 210 | 260 | 350 | 380 | 200 | 170 | 370 | 262 | 170 | 3002 |
| Woodbury Creek<br>Woodbury<br>10.9/44 | Test Openings | 6 | 5 | 3 | 4 | 3 | 11 | 8 | 14 | 2 | 21 | 7 | 4 | 88 |
| | Boat Openings | - | - | - | 4 | 12 | 47 | 73 | 53 | 59 | 12 | 2 | 1 | 263 |
| | Total: | 6 | 5 | 3 | 8 | 15 | 58 | 81 | 67 | 61 | 33 | 9 | 5 | 351 |
| | Minutes closed to traffic | 27 | 20 | 12 | 36 | 60 | 212 | 295 | 239 | 198 | 135 | 32 | 20 | 1286 |
| Alloway Creek<br>Quinton<br>2.8/49 | Test Openings | 1 | 1 | 1 | 5 | 1 | 1 | 1 | 1 | - | - | 1 | 1 | 14 |
| | Boat Openings | - | - | - | - | - | 1/2 | - | - | - | 3/3 | - | - | 4 |
| | Total: | 1 | 1 | 1 | 5 | 1 | 2 | 1 | 1 | - | 3 | 1 | 1 | 18 |
| | Minutes closed to traffic | 10 | 10 | 8 | 30 | 8 | 16 | 8 | 10 | - | 33 | 8 | 10 | 151 |
| Cohansey River<br>Bridgeton<br>15.3/49 | Test Openings | 5 | 5 | 4 | 1 | 4 | 3 | 4 | 3 | 2 | 1 | 3 | 2 | 37 |
| | Boat Openings | - | - | - | 2 | 1 | 1 | 1 | 2 | 2 | 3 | 2 | 2 | 16 |
| | Total: | 5 | 5 | 4 | 3 | 5 | 4 | 5 | 5 | 4 | 4 | 5 | 4 | 53 |
| | Minutes closed to traffic | 25½ | 25½ | 20½ | 20 | 35½ | 24½ | 30 | 29½ | 23 | 23½ | 29½ | 25 | 312 |

BRIDGES CONTINUED

| BRIDGE NO. | OPERATIONS | JAN. | FEB. | MAR. | APR. | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Maurice River | Test Openings | 4 | 2 | 1 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | 25 |
| Millville | Boat Openings | - | 3 | 7 | 5 | 9 | 6 | 4 | 2 | 4 | 13 | 7 | 3 | 63 |
| 26.1/49 | Total: | 4 | 5 | 8 | 8 | 11 | 8 | 6 | 4 | 6 | 16 | 8 | 4 | 88 |
| | Minutes closed to traffic | 39 | 53 | 66 | 58 | 88 | 50 | 43 | 30 | 46 | 149 | 76 | 25 | 723 |
| Menantico Creek | Test Openings | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 19 |
| Millville | Boat Openings | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 30.3/49 | Total: | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 19 |
| | Minutes closed to traffic | 20 | 20 | 30 | 20 | 10 | 15 | 20 | 20 | 15 | 15 | 30 | 10 | 225 |
| Tuckahoe River | Test Openings | 2 | - | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 9 | - | 5 | 34 |
| Tuckahoe | Boat Openings | - | - | - | - | - | - | - | - | - | 7 | 6 | 5 | 18 |
| 7.2/50 | Total: | 2 | - | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 16 | 6 | 10 | 52 |
| | Minutes Closed to traffic | 10 | - | 10 | 10 | 10 | 14 | 15 | 15 | 12 | 93 | 30 | 61 | 280 |
| Island Heights | Test Openings | 2 | 2 | 4 | 2 | 6 | - | 2 | 2 | 1 | 3 | - | 1 | 25 |
| 112.4/4 | Boat Openings | - | 5 | 18 | 84 | 163 | 352 | 959 | 1089 | 627 | 285 | 135 | 70 | 3787 |
| | Total: | 2 | 7 | 22 | 86 | 169 | 352 | 961 | 1091 | 628 | 288 | 135 | 71 | 3812 |
| | Minutes closed to traffic | 10 | 29 | 96 | 430 | 835 | 1195 | 3049 | 3502 | 2034 | 939 | 430 | 367 | 12916 |
| Long Beach | Test Openings | 3 | 1 | 1 | - | - | 3 | - | 4 | 2 | 3 | - | 1 | 18 |
| 115.4/4 | Boat Openings | 4 | 7 | 28 | 80 | 190 | 219 | 310 | 390 | 250 | 207 | 92 | 43 | 1820 |
| | Total: | 7 | 8 | 29 | 80 | 190 | 222 | 310 | 394 | 252 | 210 | 92 | 44 | 1838 |
| | Minutes closed to traffic | 40 | 45 | 145 | 415 | 995 | 1220 | 1635 | 2066 | 1406 | 1315 | 530 | 255 | 10067 |
| Ocean City | Test Openings | 2 | 1 | 3 | 5 | 13 | 3 | 2 | 8 | 3 | 9 | 2 | 1 | 52 |
| 500/4 | Boat Openings | 2 | 5 | 7 | 55 | 163 | 388 | 915 | 861 | 468 | 187 | 113 | 33 | 3197 |
| | Total: | 4 | 6 | 10 | 60 | 176 | 391 | 917 | 869 | 471 | 196 | 115 | 34 | 3249 |
| | Minutes closed to traffic | 35 | 54 | 79 | 517 | 1469 | 3047 | 5470 | 4677 | 2460 | 1083 | 599 | 290 | 19780 |

## BRIDGES CONTINUED

| BRIDGE NO. | OPERATIONS | JAN. | FEB. | MAR. | APR. | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manasquan River | Test Openings | 4 | 4 | 4 | 1 | 8 | 6 | - | 2 | 1 | 3 | 3 | 2 | 38 |
| Manasquan | Boat Openings | - | - | 2 | 3 | 6 | 41 | 83 | 90 | 71 | 21 | 9 | 1 | 327 |
| 3.2/34 | Total: | 4 | 4 | 6 | 4 | 14 | 47 | 83 | 92 | 72 | 24 | 12 | 3 | 365 |
| | Minutes closed to traffic | 32 | 22 | 40 | 20 | 72 | 259 | 307 | 361 | 250 | 90 | 57 | 16 | 1526 |
| Shark River, | Test Openings | 1 | 4 | 5 | 18 | 5 | 32 | - | 5 | - | - | 2 | 1 | 73 |
| Belmar | Boat Openings | - | 2 | 3 | 18 | 41 | 130 | 263 | 400 | 268 | 90 | 64 | 26 | 1305 |
| 18.1/35 | Total: | 1 | 6 | 8 | 36 | 46 | 162 | 263 | 405 | 268 | 90 | 66 | 27 | 1378 |
| | Minutes closed to traffic | 3 | 32 | 42 | 174 | 177 | 718 | 1027 | 1611 | 993 | 327 | 227 | 106 | 5137 |
| Lovelandtown | Test Openings | - | 7 | 3 | 4 | 3 | 1 | 4 | 2 | 2 | - | - | - | 26 |
| Bridge Road | Boat Openings | 2 | 11 | 21 | 51 | 157 | 284 | 572 | 576 | 399 | 208 | 87 | 54 | 2422 |
| | Total: | 2 | 18 | 24 | 55 | 160 | 285 | 576 | 578 | 401 | 208 | 87 | 54 | 2488 |
| | Minutes closed to traffic | 6 | 65 | 81 | 187 | 511 | 897 | 1818 | 1814 | 1281 | 607 | 309 | 210 | 7786 |
| Somers Point | Test Openings | 2 | 2 | 6 | 4 | 18 | 3 | 7 | 2 | 1 | 4 | - | - | 49 |
| 501/4 | Boat Openings | - | - | 1 | 3 | 5 | 24 | 33 | 105 | 50 | 16 | 4 | 3 | 244 |
| | Total: | 2 | 2 | 7 | 7 | 23 | 27 | 40 | 107 | 51 | 20 | 4 | 3 | 293 |
| | Minutes closed to traffic | 13 | 11 | 54 | 47 | 151 | 189 | 271 | 690 | 331 | 129 | 44 | 29 | 1959 |
| Combined Totals | Test openings | 143 | 120 | 119 | 164 | 206 | 275 | 182 | 146 | 64 | 105 | 127 | 116 | 1767 |
| of all STATE | Boat Openings | 1819 | 1933 | 2087 | 2427 | 3233 | 4792 | 7523 | 8079 | 5834 | 4055 | 2850 | 2380 | 47012 |
| HIGHWAY DEPT. | Total: | 1962 | 2053 | 2206 | 2591 | 3439 | 5067 | 7705 | 8225 | 5898 | 4160 | 2977 | 2496 | 48779 |
| Controlled | Minutes closed | | 10469½ | 1[illegible]255 | | | 24052⅔ | | 34923½ | | 19515½ | | 12691 | 227725 or |
| Bridges | to traffic | 10114½ | | 11291½ | | 17312½ | | 33363 | | 26026 | | 14710½ | | 3,795 hrs. and 25 min. |

NEW JERSEY STATE HIGHWAY DEPARTMENT

Electrical Division - Bureau of Bridge Operations

Comparison 1939 - 1940

| Bridge No. | Location | Operations | 1939 | 1940 | Variation in 1940 |
|---|---|---|---|---|---|
| 2.5/3 | Hackensack River Secaucus | Test Openings | 74 | 36 | -38 |
| | | Boat Openings | 342 | 338 | - 4 |
| | | Total.... | 416 | 374 | -42 |
| | | Minutes closed to traffic | 2634 | 2693 | +59 |
| 51.3/4 | Nacote Creek Smithville | Test Openings | 16 | 17 | + 1 |
| | | Boat Openings | 13 | 8 | - 5 |
| | | Total.... | 29 | 25 | - 4 |
| | | Minutes closed to traffic | 250 | 193 | -57 |
| 53.0/4 | Mullica River Smithville | Test Openings | 2 | 32 | +30 |
| | | Boat Openings | 446 | 392 | -54 |
| | | Total.... | 448 | 424 | -24 |
| | | Minutes closed to traffic | 2839 | 2535 | -304 |
| 56.7/4 | Bass River New Gretna | Test Openings | 78 | 53 | -25 |
| | | Boat Openings | 1 | 2 | + 1 |
| | | Total.... | 79 | 55 | -24 |
| | | Minutes closed to traffic | 421 | 256 | -165 |
| 75.8/4N | Shark River Sterner Bridge | Test Openings | 38 | 32 | - 6 |
| | | Boat Openings | 849 | 1313 | +464 |
| | | Total.... | 887 | 1345 | +458 |
| | | Minutes closed to traffic | 3097 | 4730 | +1633 |
| 135.1/4 | Raritan River Victory Bridge | Test Openings | 7 | 6 | - 1 |
| | | Boat Openings | 2972 | 2771 | -201 |
| | | Total.... | 2979 | 2777 | -202 |
| | | Minutes closed to traffic | 16468 | 15632 | -836 |
| 4.0/6E | Hackensack River Little Ferry | Test Openings | 55 | 41 | -14 |
| | | Boat Openings | 187 | 220 | +33 |
| | | Total.... | 242 | 261 | +19 |
| | | Minutes closed to traffic | 1432 | 1442 | +10 |
| 50.5/10 | Hackensack River Jersey City Wittpenn | Test Openings | 152 | 122 | - 30 |
| | | Boat Openings | 1227 | 1078 | -149 |
| | | Total.... | 1379 | 1200 | -179 |
| | | Minutes closed to traffic | 7470 | 6856 | -614 |

| Bridge No. | Location | Operations | 1939 | 1940 | Variation in 1940 |
|---|---|---|---|---|---|
| 0.6/25 | Cooper River Camden | Test Openings | 80 | 180 | +100 |
| | | Boat Openings | 415 | 707 | +292 |
| | | Total.... | 495 | 887 | +392 |
| | | Minutes closed to traffic | 2377 | 3946 | +1569 |
| 12.7/25 | Rancocas River Bridgeboro | Test Openings | 16 | 36 | + 20 |
| | | Boat Openings | 372 | 424 | + 52 |
| | | Total.... | 388 | 460 | + 72 |
| | | Minutes closed to traffic | 2256 | 2581 | +325 |
| 56.7/25M | Passaic River Newark | Test Openings | 4 | 21 | + 17 |
| | | Boat Openings | 11041 | 11636 | + 595 |
| | | Total.... | 11045 | 11657 | + 612 |
| | | Minutes closed to traffic | 55616 | 59561 | +3945 |
| 57.8/25M | Hackensack River Kearney | Test Openings | 32 | 48 | + 16 |
| | | Boat Openings | 6525 | 6829 | +304 |
| | | Total.... | 6557 | 6877 | +320 |
| | | Minutes closed to traffic | 30144 | 30942 | +798 |
| 8.6/35 | Inland Waterway Point Pleasant | Test Openings | 61 | 68 | + 7 |
| | | Boat Openings | 2459 | 2452 | - 7 |
| | | Total.... | 2520 | 2520 | 0 |
| | | Minutes closed to traffic | 9337 | 9373 | +36 |
| 11.4/35 | Manasquan River Point Pleasant | Test Openings | 116 | 105 | - 11 |
| | | Boat Openings | 3950 | 4160 | +210 |
| | | Total.... | 4066 | 4265 | +199 |
| | | Minutes closed to traffic | 13320 | 13980 | +660 |
| 41.2/35 | Matawan Creek Keyport | Test Openings | 54 | 30 | -24 |
| | | Boat Openings | -- | -- | -- |
| | | Total.... | 54 | 30 | -24 |
| | | Minutes closed to traffic | 270 | 190 | -80 |
| 43.9/35 | Cheesquake Creek Morgan | Test Openings | 69 | 64 | - 5 |
| | | Boat Openings | 773 | 801 | + 28 |
| | | Total.... | 842 | 865 | + 23 |
| | | Minutes closed to traffic | 3407 | 3567 | +160 |
| 12.6/36 | Shrewsbury River Highlands | Test Openings | 194 | 132 | - 62 |
| | | Boat Openings | 241 | 226 | - 15 |
| | | Total.... | 435 | 358 | - 77 |
| | | Minutes closed to traffic | 3261 | 2666 | -595 |

| Bridge No. | Location | Operations | 1939 | 1940 | Variation in 1940 |
|---|---|---|---|---|---|
| 5.4/44 | Oldman's Creek Nortonville | Test Openings | 87 | 106 | +19 |
| | | Boat Openings | 49 | 30 | -19 |
| | | Total.... | 136 | 136 | 0 |
| | | Minutes closed to traffic | 1040 | 1132 | +92 |
| 8.5/44 | Raccoon Creek Bridgeport | Test Openings | 71 | Closed | -71 |
| | | Boat Openings | 160 | under | -160 |
| | | Total.... | 231 | Construc- | -231 |
| | | Minutes closed to traffic | 2537 | tion | 0 -2537 |
| 16.3/44 | Mantua Creek Paulsboro | Test Openings | 105 | 140 | + 35 |
| | | Boat Openings | 229 | 159 | - 70 |
| | | Total... | 334 | 299 | - 35 |
| | | Minutes closed to traffic | 3295 | 3002 | -293 |
| 19.9/44 | Woodbury Creek Woodbury | Test Openings | 49 | 88 | + 39 |
| | | Boat Openings | 335 | 263 | - 72 |
| | | Total.... | 384 | 351 | - 33 |
| | | Minutes closed to traffic | 1704 | 1286 | -418 |
| 2.8/49 | Alloway Creek Quinton | Test Openings | 11 | 14 | +3 |
| | | Boat Openings | 5 | 4 | -1 |
| | | Total.... | 16 | 18 | +2 |
| | | Minutes closed to traffic | 142 | 151 | +9 |
| 15.3/49 | Cohansey River Bridgeton | Test Openings | 43 | 37 | -6 |
| | | Boat Openings | 18 | 16 | -2 |
| | | Total.... | 61 | 53 | -8 |
| | | Minutes closed to traffic | 308.5 | 312 | +3.5 |
| 26.1/49 | Maurice River Millville | Test Openings | 30 | 25 | - 5 |
| | | Boat Openings | 48 | 63 | +15 |
| | | Total,,.. | 78 | 88 | +10 |
| | | Minutes closed to traffic | 745.5 | 723 | -22.5 |
| 30.3/49 | Menantico Creek Millville | Test Openings | 20 | 19 | - 1 |
| | | Boat Openings | - | - | - |
| | | Total.... | 20 | 19 | - 1 |
| | | Minutes closed to traffic | 266 | 225 | -41 |
| 7.2/50 | Tuckahoe River Tuckahoe | Test Openings | 27 | 34 | + 7 |
| | | Boat Openings | - | 18 | +18 |
| | | Total.... | 27 | 52 | +25 |
| | | Minutes closed to traffic | 138 | 250 | +142 |

| Bridge No. | Location | Operations | 1939 | 1940 | Variation in 1940 |
|---|---|---|---|---|---|
| 112.4/4 | Island Heights | Test Openings | 7 | 25 | +18 |
| | | Boat Openings | 3249 | 3787 | +538 |
| | | Total.... | 3256 | 3812 | +556 |
| | | Minutes closed to traffic | 14971 | 12916 | -2055 |
| 115.4/4 | Long Beach | Test Openings | 11 | 18 | + 7 |
| | | Boat Openings | 1827 | 1820 | - 7 |
| | | Total.... | 1838 | 1838 | 0 |
| | | Minutes closed to traffic | 10137 | 10067 | -70 |
| 500/4 | Ocean City | Test Openings | 17 | 52 | + 35 |
| | | Boat Openings | 2836 | 3197 | +361 |
| | | Total.... | 2853 | 3249 | +396 |
| | | Minutes closed to traffic | 19397 | 19780 | +383 |
| 3.2/34 | Manasquan River Manasquan | Test Openings | 111 | 38 | - 73 |
| | | Boat Openings | 170 | 327 | +157 |
| | | Total.... | 281 | 365 | + 84 |
| | | Minutes closed to traffic | 1267.5 | 1526 | +258.5 |
| 18.1/35 | Shark River Belmar | Test Openings | 63 | 73 | + 10 |
| | | Boat Openings | 938 | 1305 | +367 |
| | | Total | 1001 | 1378 | +377 |
| | | Minutes closed to traffic | 4270.5 | 5437 | +1166.5 |
| | Lovelandtown Bridge Road | Test Openings | - | 26 | + 26 |
| | | Boat Openings | 2230 | 2422 | +192 |
| | | Total.... | 2230 | 2448 | +218 |
| | | Minutes closed to traffic | 7410 | 7786 | +376 |
| 501/4 | Somer's Point | Test Openings | 103 | 49 | - 54 |
| | | Boat Openings | 222 | 244 | + 22 |
| | | Total.... | 325 | 293 | - 32 |
| | | Minutes closed to traffic | 2090 | 1959 | -131 |
| Combined Totals of all STATE HIGHWAY DEPT. Controlled Bridges | | Test Openings | 1803 | 1767 | - 36 |
| | | Boat Openings | 44129 | 47012 | +2883 |
| | | Total.... | 45932 | 48779 | +2847 |
| | | Minutes closed to traffic | 224418 | 227725 | +3307 |
| | | | ( 3740 hrs. & (18 min. | (3795 hrs. & 25min. | +55 hrs. + 7 min. |

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION - SAFETY BUREAU

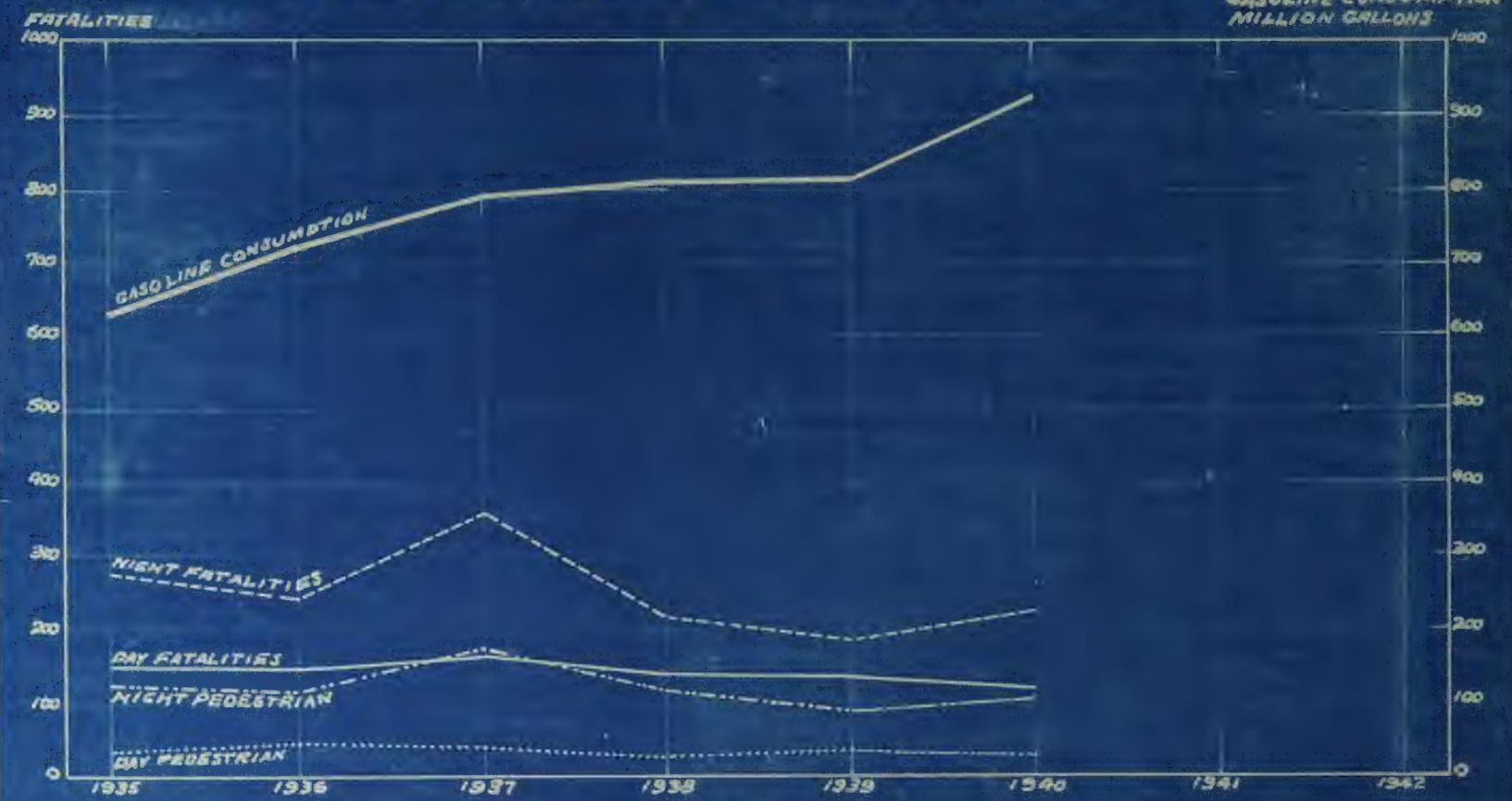
FATALITIES AND FATAL ACCIDENTS ON
NEW JERSEY STATE HIGHWAYS

| | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 |
|---|---|---|---|---|---|---|
| **PERSONS KILLED** | | | | | | |
| DAY | 150 | 147 | 162 | 133 | 138 | 122 |
| NIGHT | 278 | 241 | 360 | 213 | 191 | 225 |
| TOTALS | 428 | 388 | 522 | 346 | 329 | 347 |
| **PEDESTRIANS KILLED** | | | | | | |
| DAY | 37 | 41 | 39 | 24 | 32 | 29 |
| NIGHT | 124 | 118 | 174 | 117 | 96 | 108 |
| TOTALS | 161 | 159 | 213 | 141 | 128 | 137 |
| **NON-PEDESTRIAN DEATHS** | | | | | | |
| DAY | 113 | 106 | 123 | 109 | 106 | 93 |
| NIGHT | 154 | 123 | 186 | 96 | 95 | 117 |
| TOTALS | 267 | 229 | 309 | 205 | 201 | 210 |
| **FATAL ACCIDENTS** | | | | | | |
| DAY | 128 | 134 | 137 | 107 | 122 | 108 |
| NIGHT | 250 | 221 | 317 | 197 | 175 | 205 |
| TOTALS | 378 | 355 | 454 | 304 | 297 | 313 |
| **FATAL PEDESTRIAN ACCIDENTS** | | | | | | |
| DAY | 37 | 41 | 39 | 24 | 32 | 28 |
| NIGHT | 122 | 117 | 173 | 114 | 94 | 105 |
| TOTALS | 159 | 158 | 212 | 138 | 126 | 133 |
| **FATAL NON-PEDESTRIAN ACCIDENTS** | | | | | | |
| DAY | 91 | 93 | 98 | 83 | 90 | 80 |
| NIGHT | 128 | 104 | 144 | 83 | 81 | 100 |
| TOTALS | 219 | 197 | 242 | 166 | 171 | 180 |

# NEW JERSEY STATE HIGHWAY DEPT.

ELECTRICAL DIVISION ~ TRAFFIC BUREAU

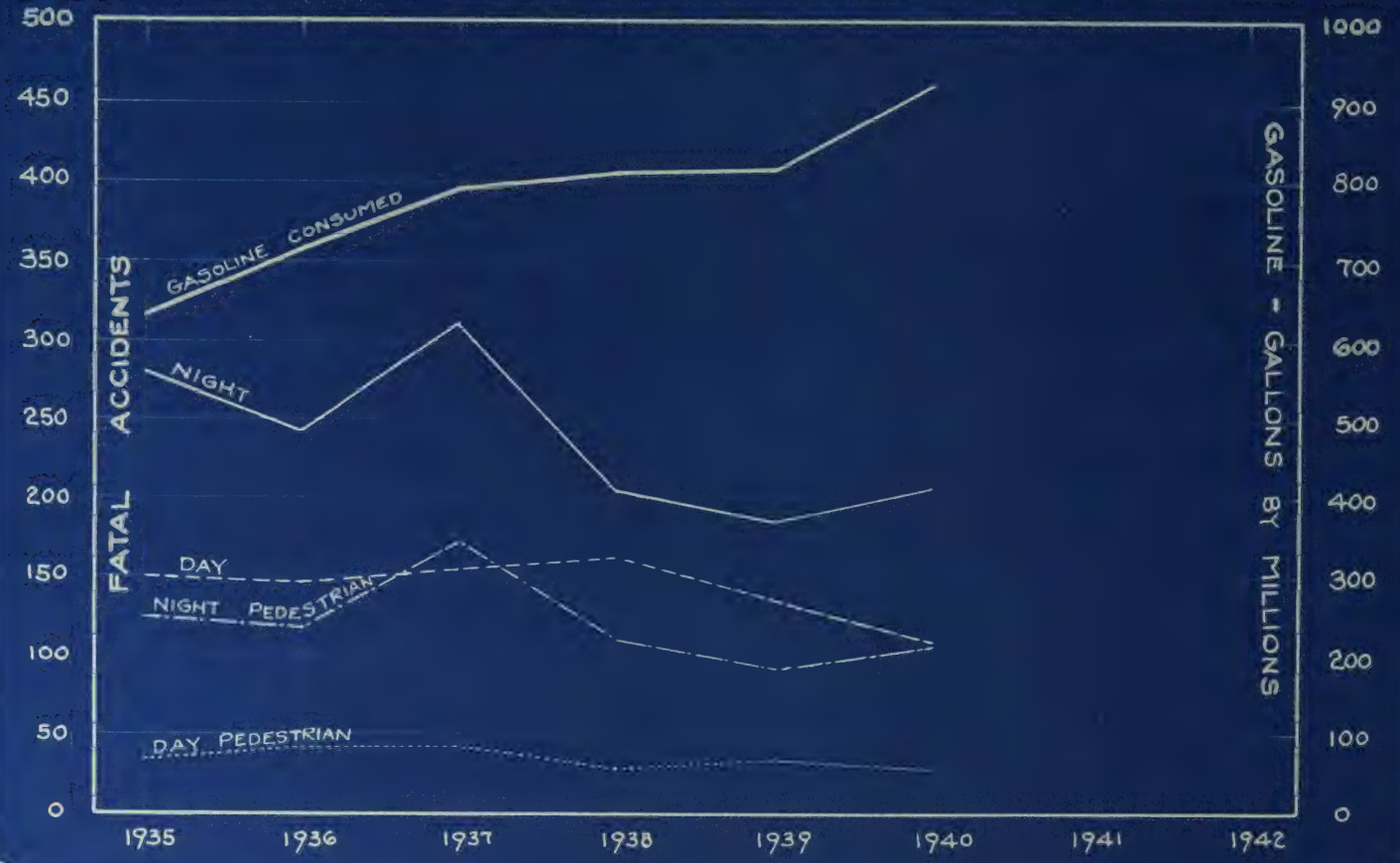
## FATALITIES ON STATE HIGHWAYS

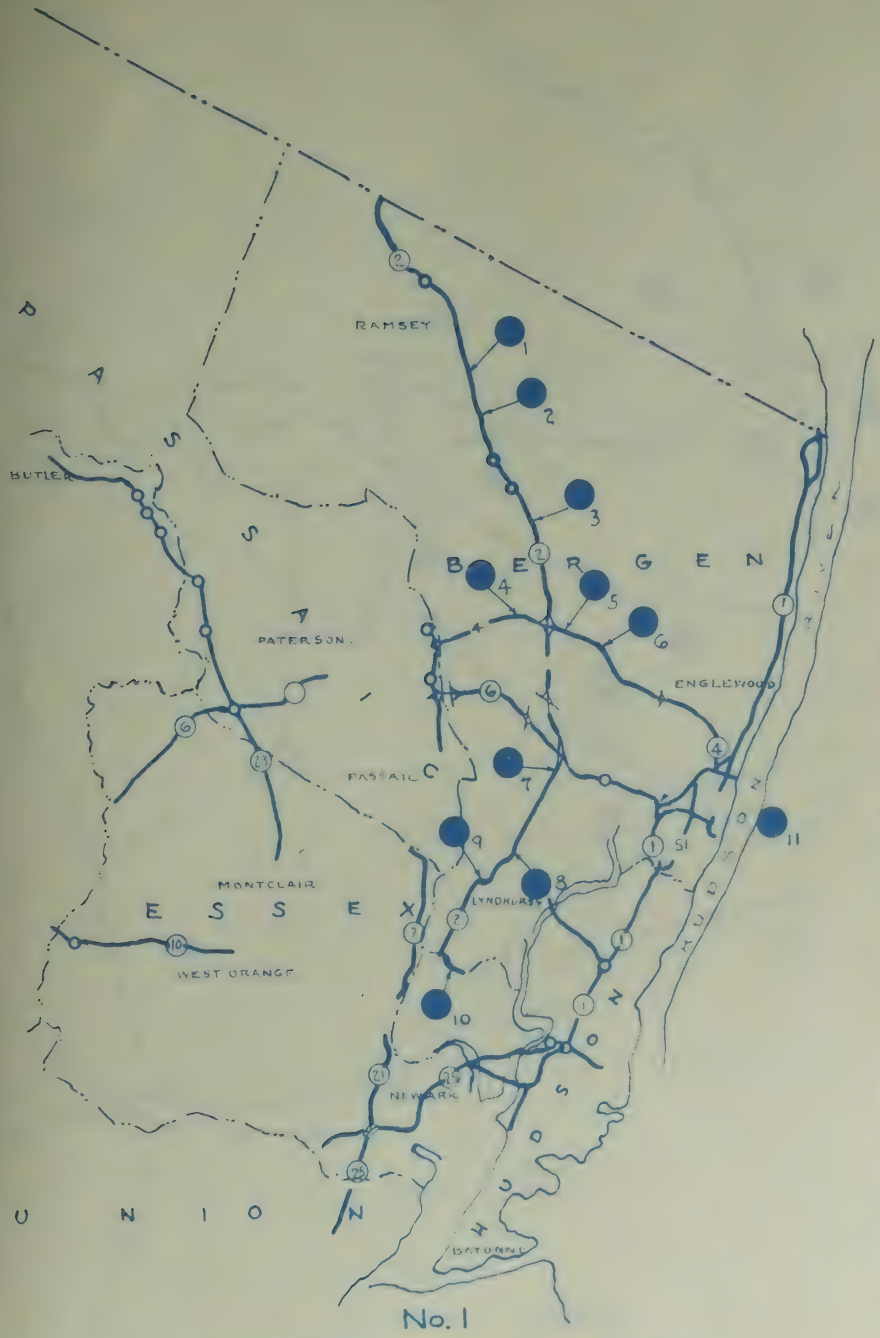


NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION – TRAFFIC BUREAU

# FATAL ACCIDENTS ON STATE HIGHWAYS






| | |
|---|---|
| 1 | JOB NO. 212<br>ROUTE 2 & ALLENDALE AVE.<br>SADDLE RIVER |
| 2 | JOB NO. 214<br>ROUTE 2 & SHERIDAN AVE.<br>WALDWICK |
| 3 | JOB NO. 213<br>ROUTE 2 & RIDGEWOOD AVE.<br>PARAMUS |
| 4 | JOB NO. 465<br>ROUTE 4 & PARAMUS RD.<br>PARAMUS |
| 5 | JOB NO. 466<br>ROUTE 4 & SPRING VALLEY RD<br>PARAMUS |
| 6 | JOB NO. 464<br>ROUTE 4 & MAIN ST.<br>RIVER EDGE |
| 7 | JOB NO. 204<br>ROUTE 2 & WILLIAMS AVE.<br>HASBROUCK HGTS |
| 8 | JOB NO. 215<br>ROUTE 2 & UNION AVE.<br>E. RUTHERFORD |
| 9 | JOB NO. 217<br>ROUTE 2 & RIDGE RD<br>RUTHERFORD |
| 10 | JOB NO. 711<br>ROUTE 7 & ELM ST.<br>NORTH ARLINGTON |
| 11 | JOB NO. 604<br>ROUTE 6 & ROFF AVE.<br>PALISADES PARK |

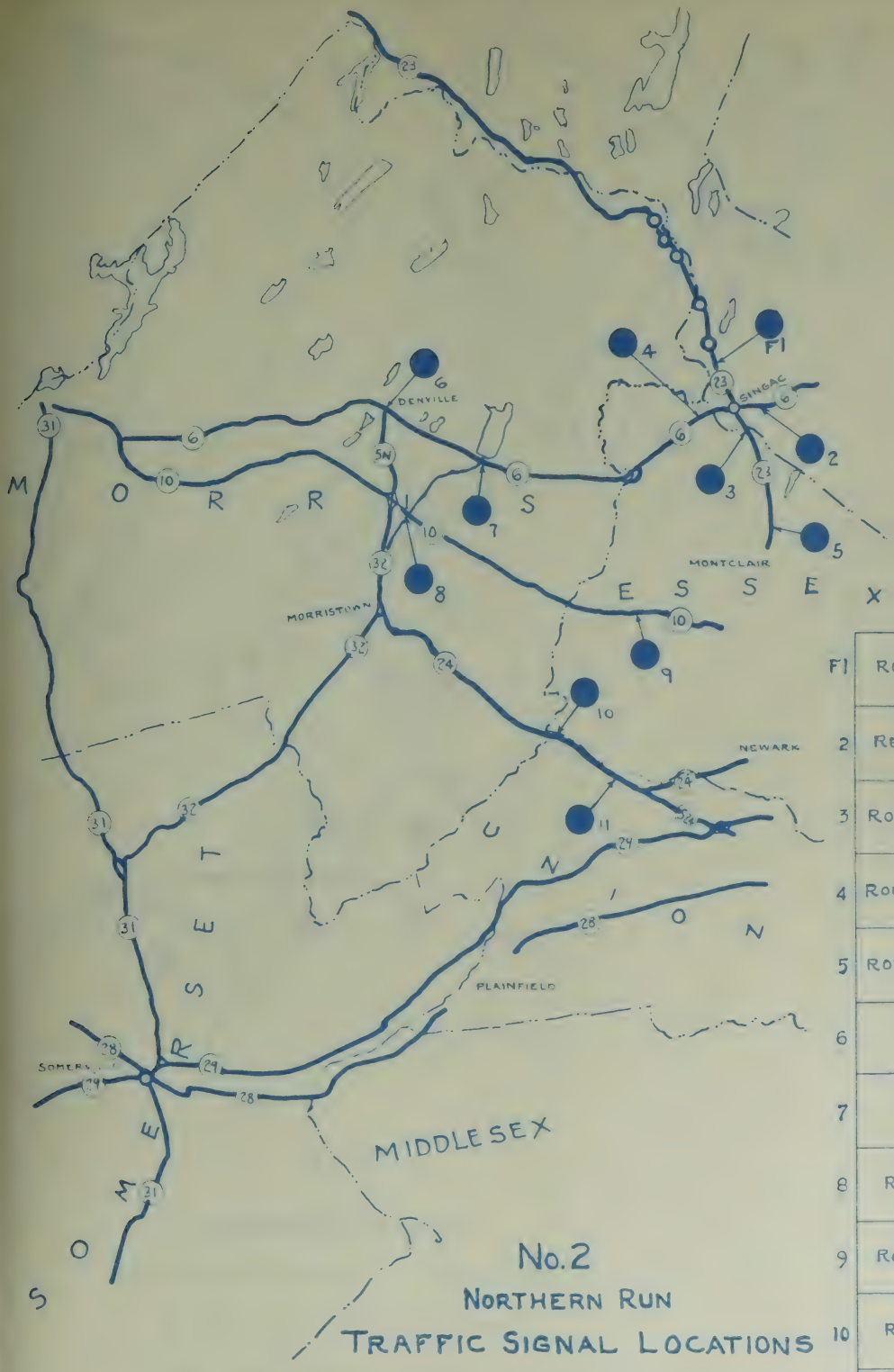
No. 1

# NORTH METROPOLITAN RUN
# TRAFFIC SIGNAL LOCATIONS

ELECTRICAL DIVISION

TRAFFIC SIGNAL BUREAU

N.J. STATE HIGHWAY DEPT.




| | |
|---|---|
| F1 | JOB NO 2301<br>ROUTE 23 & GREENWOOD AVE<br>MOUNTAIN VIEW |
| 2 | JOB NO. 686<br>ROUTE 6 & FIVE CORNERS<br>TOTOWA |
| 3 | JOB NO 2306<br>ROUTE 23 & LINDSLEY RD.<br>CEDAR GROVE |
| 4 | JOB NO 606<br>ROUTE 6 & TWO BRIDGES RD<br>CALDWELL TWP |
| 5 | JOB NO. 2307<br>ROUTE 23 & BRADFORD AVE.<br>CEDAR GROVE |
| 6 | JOB NO. 511<br>ROUTE 5N & 6<br>DENVILLE |
| 7 | JOB NO. 619<br>ROUTE 6 & 32<br>PARSIPPANY |
| 8 | JOB NO 1006<br>ROUTE 10 & LITTLETON RD.<br>MORRIS PLAINS |
| 9 | JOB NO 1009<br>ROUTE 10 & LIVINGSTON AVE<br>LIVINGSTON |
| 10 | JOB NO 2407<br>ROUTE 24 & SUMMIT AVE.<br>SUMMIT |
| 11 | JOB NO 2401<br>ROUTE 24 & MILLBURN AVE.<br>MILLBURN |

"F" FLASHER SIGNAL

# No. 2
## NORTHERN RUN
## TRAFFIC SIGNAL LOCATIONS

ELECTRICAL DIVISION

TRAFFIC SIGNAL BUREAU

N.J. STATE HIGHWAY DEPT.




| | |
|---|---|
| 1 | JOB NO. 120<br>ROUTE 1 & PALISADE AVE.<br>ENGLEWOOD CLIFFS |
| 2 | JOB NO. 5105<br>ROUTE S1 & EDGEWATER AVE<br>RIDGEFIELD |
| 3 | JOB NO 687<br>ROUTE 6 & LIBERTY ST.<br>LITTLE FERRY |
| 4 | JOB NO. 304<br>ROUTE 3 & PATERSON PLANK RD.<br>SECAUCUS (PLAZA) |
| 5 | JOB NO. 309<br>ROUTE 3 & COUNTY RD.<br>SECAUCUS |
| 6 | JOB NO. 308<br>ROUTE 3 & PATERSON PLANK RD. EAST END<br>SECAUCUS |
| 7 | JOB NO. 311<br>ROUTE 3 & LINCOLN TUNNEL APPROACH<br>NORTH BERGEN |
| 8 | JOB NO. 108<br>ROUTE 1 & PATERSON RD.<br>JERSEY CITY |
| 9 | JOB NO. 198<br>ROUTE 1 & COUNTY RD.<br>JERSEY CITY |
| 10 | JOB NO. 197<br>ROUTE 1 & MANHATTAN RD<br>JERSEY CITY |
| 11 | JOB NO. 110<br>ROUTE 1 & DUNCAN AVE.<br>JERSEY CITY |
| 12 | JOB NO. 7502<br>ROUTE 25 & FEDERAL SHIP BLDG.<br>KEARNY |

# No. 3

## METROPOLITAN RUN
## TRAFFIC SIGNAL LOCATIONS

ELECTRICAL DIVISION

TRAFFIC SIGNAL BUREAU

N.J. STATE HIGHWAY DEPT.

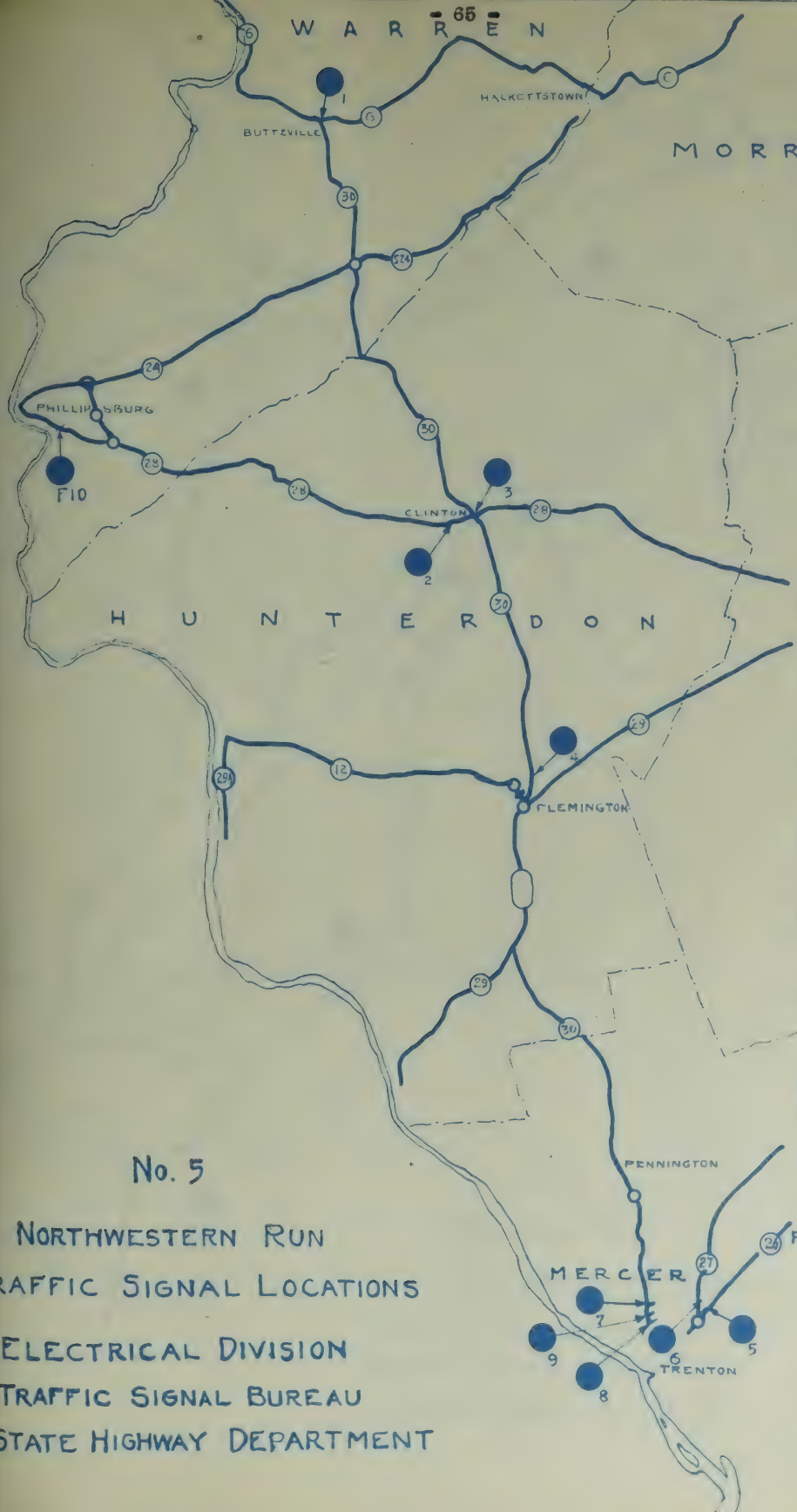



# No. 4

## Route 25 Run
## Traffic Signal Locations
## Electrical Division
## Traffic Signal Bureau
## N.J. State Highway Dept

| | |
|---|---|
| F1 | Job No. 2535<br>Route 25 - South St Ramp<br>Newark |
| 2 | Job No 2571<br>Route 25 & Myrtle Ave<br>Elizabeth |
| 3 | Job No. 2564<br>Route 25 & Bachellor Ave<br>Linden |
| 4 | Job No 2565<br>Route 25 & Park Ave<br>Linden |
| 5 | Job No 2566<br>Route 25 & Tuxedo Place<br>Linden |
| 6 | Job No. 2568<br>Route 25 & Clinton St<br>Linden |
| 7 | Job No. 2569<br>Route 25 & Wood Ave<br>Linden |
| 8 | Job No. 2511<br>Route 25 & Stiles St<br>Linden |
| 9 | Job No. 2575<br>Route 25 & Hampton St<br>Linden |
| 10 | Job No. 2527<br>Route 25 & Grand St<br>Rahway |
| 11 | Job No. 2528<br>Route 25 & Milton Ave<br>Rahway |
| 12 | Job No. 2541<br>Route 25 & Lawrence Ave<br>Rahway |
| 13 | Job No 2513<br>Route 25 & Avenel Ave<br>Avenel |
| F14 | Job No. 2525<br>Route 25 & 4<br>Woodbridge Clover Leaf<br>4 Flashers |

"F" Flasher Signals




NORTHWESTERN
RUN No.5

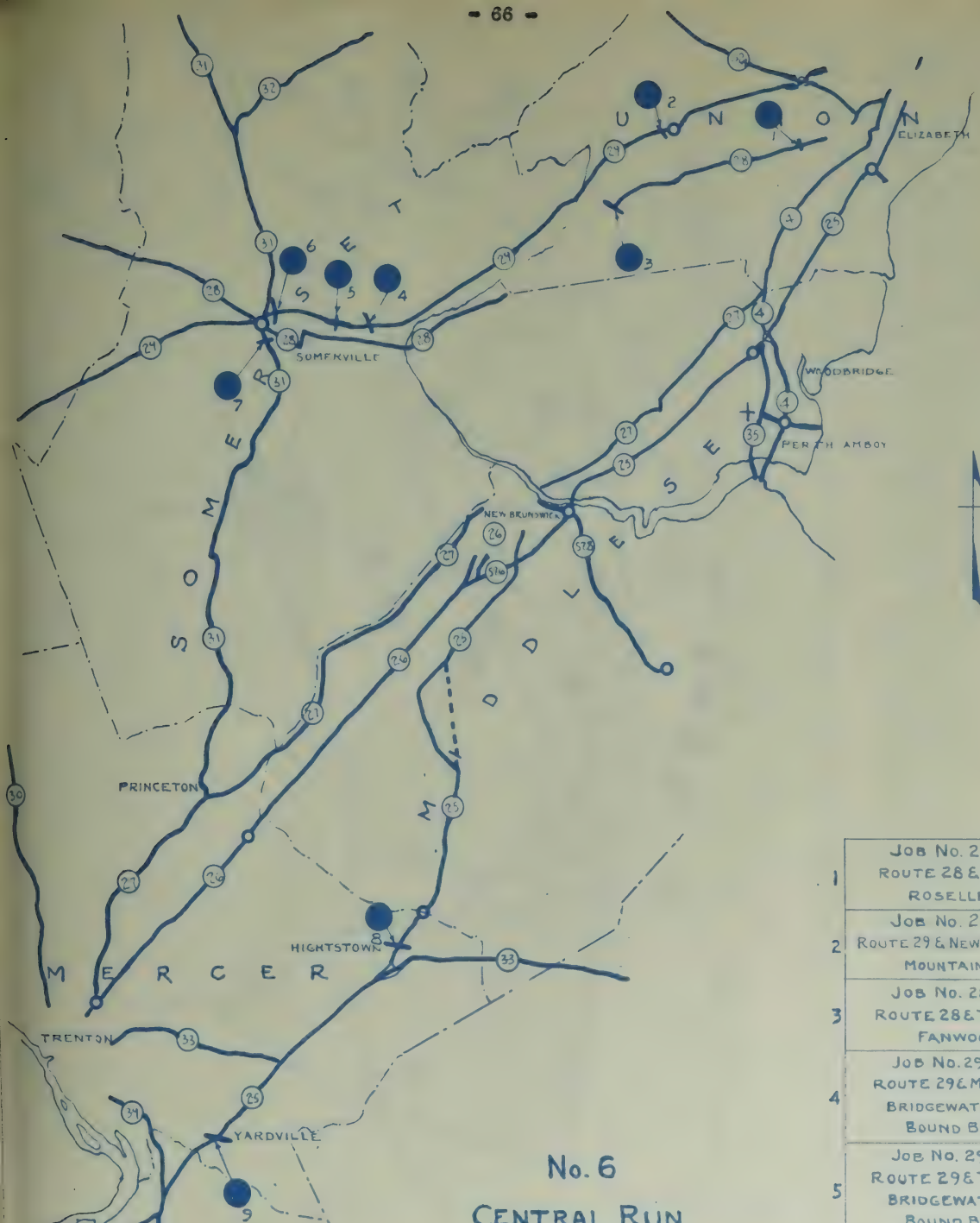
| | |
|---|---|
| 1 | JOB No.603<br>ROUTE 6 & 30<br>BUTTZVILLE |
| 2 | JOB No. 2802<br>ROUTE 28<br>LEIGH ST CLINTON |
| 3 | JOB No. 3009<br>ROUTE 28 & 30<br>CLINTON POINT |
| 4 | JOB No. 1201<br>ROUTE 12 & 30<br>FLEMINGTON |
| 5 | JOB No.2608<br>ROUTE 26<br>SLACK AVE., SLACKWOOD |
| 6 | JOB No 2702<br>ROUTE 27<br>HARNEYS CORNER, TRENTON |
| 7 | JOB No. 3014<br>ROUTE 30<br>OLDEN AVE., TRENTON |
| 8 | JOB No. 3003<br>ROUTE 30<br>PARKSIDE AVE, TRENTON |
| 9 | JOB No.3013<br>ROUTE 30<br>PARKWAY, TRENTON |
| F10 | JOB No.2801<br>ROUTE 28<br>SHIRMERS CORNER, PHILLIPSBURG |

"F" FLASHER SIGNAL

# No. 5

## NORTHWESTERN RUN
## TRAFFIC SIGNAL LOCATIONS

ELECTRICAL DIVISION
TRAFFIC SIGNAL BUREAU
N.J. STATE HIGHWAY DEPARTMENT




# No. 6
# CENTRAL RUN
# TRAFFIC SIGNAL LOCATIONS

ELECTRICAL DIVISION
TRAFFIC SIGNAL BUREAU
N.J. STATE HIGHWAY DEPT.

| | |
|---|---|
| 1 | JOB NO. 2813<br>ROUTE 28 & LOCUST ST.<br>ROSELLE PARK |
| 2 | JOB NO. 2916<br>ROUTE 29 & NEW PROVIDENCE RD<br>MOUNTAINSIDE |
| 3 | JOB NO. 2831<br>ROUTE 28 & TERRILL RD<br>FANWOOD |
| 4 | JOB NO. 2935<br>ROUTE 29 & MOUNTAIN AVE.<br>BRIDGEWATER TWP.<br>BOUND BROOK |
| 5 | JOB NO. 2934<br>ROUTE 29 & THOMPSON ST.<br>BRIDGEWATER TWP.<br>BOUND BROOK |
| 6 | JOB NO. 3110<br>ROUTE 29 & OLD ROUTE 31<br>MOUNTAIN AVE.<br>SOMERVILLE |
| 7 | JOB NO. 3102<br>ROUTE 31 & SOMERSET ST.<br>SOMERVILLE |
| 8 | JOB NO 2514<br>ROUTE 25 & STOCKTON ST.<br>HIGHTSTOWN |
| 9 | JOB NO. 2595<br>ROUTE 25 & ALLENTOWN RD. |




# CENTRAL SHORE RUN
# TRAFFIC SIGNAL LOCATIONS
## ELECTRICAL DIVISION
## TRAFFIC SIGNAL BUREAU
## N.J. STATE HIGHWAY DEPT.

| | |
|---|---|
| 1 | JOB No. 3601<br>ROUTE 36 & PALMER AVE.<br>KEANSBURG |
| 2 | JOB No. 3604<br>ROUTE 36 & BROAD ST<br>KEYPORT |
| 3 | JOB No. 3524<br>ROUTE 35 & BROADWAY<br>KEYPORT |
| 4 | JOB No. 3405<br>ROUTE 34 & 4<br>MATAWAN |
| 5 | JOB No. 6602<br>ROUTE 4N & 35<br>EATONTOWN |
| 6 | JOB No. 3402<br>ROUTE 34 & MON. CO. 1<br>COLTS NECK |
| 7 | JOB No. 3307<br>ROUTE 33 & MAIN ST.<br>FREEHOLD |
| 8 | JOB No. 3311<br>ROUTE 33 & 4<br>FREEHOLD |
| F9 | JOB No. 3302<br>ROUTE 33 & JERSEYVILLE RD.<br>HOWELL TWP. |
| 10 | JOB No. 3314<br>ROUTE 33 & 35<br>NEPTUNE |
| 11 | JOB No. 6601<br>ROUTE 4N & 33<br>NEPTUNE |
| F12 | JOB No. 3526<br>ROUTE 35 & SEA GIRT AV.<br>WALL TWP. |
| 13 | JOB No. 3517<br>ROUTE 35 & 4N<br>BELMAR |
| F14 | JOB No. 3516<br>ROUTE 35 & DEAL RD.<br>OCEAN TWP. |
| F15 | JOB No. 3407<br>ROUTE 34 & SCHOOL HOUSE RD.<br>WALL TWP. |
| 16 | JOB No. 3507<br>ROUTE 35 & ALLAIRE RD.<br>SPRING LAKE HGTS |
| 17 | JOB No. 3548<br>ROUTE 35 & 4N<br>SPRING LAKE |
| 18 | JOB No. 3702<br>ROUTE 37 & BRIDGE ST.<br>BAY HEAD |
| 19 | JOB No. 496<br>ROUTE 4 & 37<br>TOMS RIVER |
| F 20 | JOB No. 6624<br>ROUTE 4N & 16TH AVE.<br>BELMAR |
| F 21 | JOB No. 6604<br>ROUTE 528 & MILLTOWN RD.<br>SOUTH RIVER |

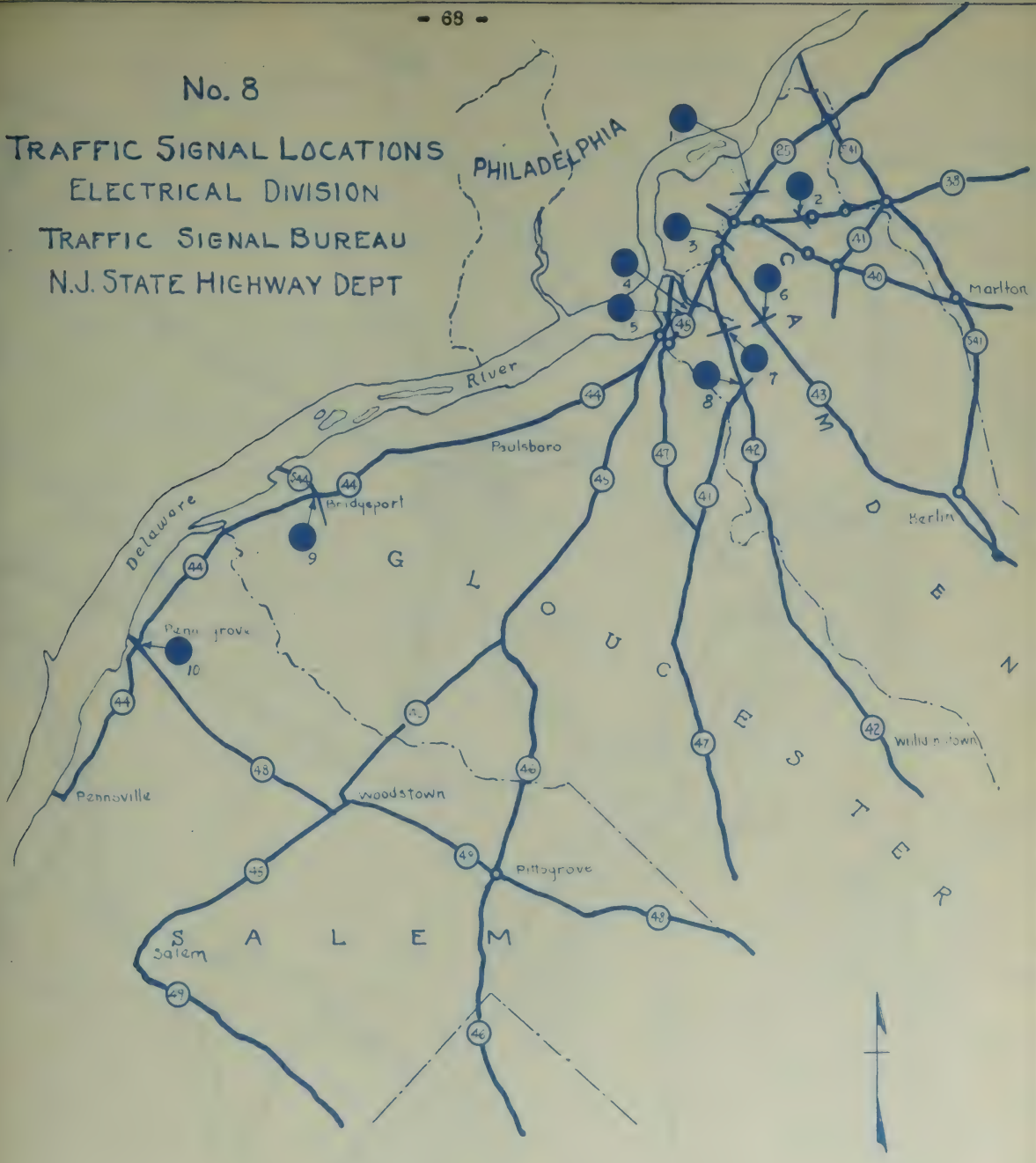
# No. 8

## TRAFFIC SIGNAL LOCATIONS

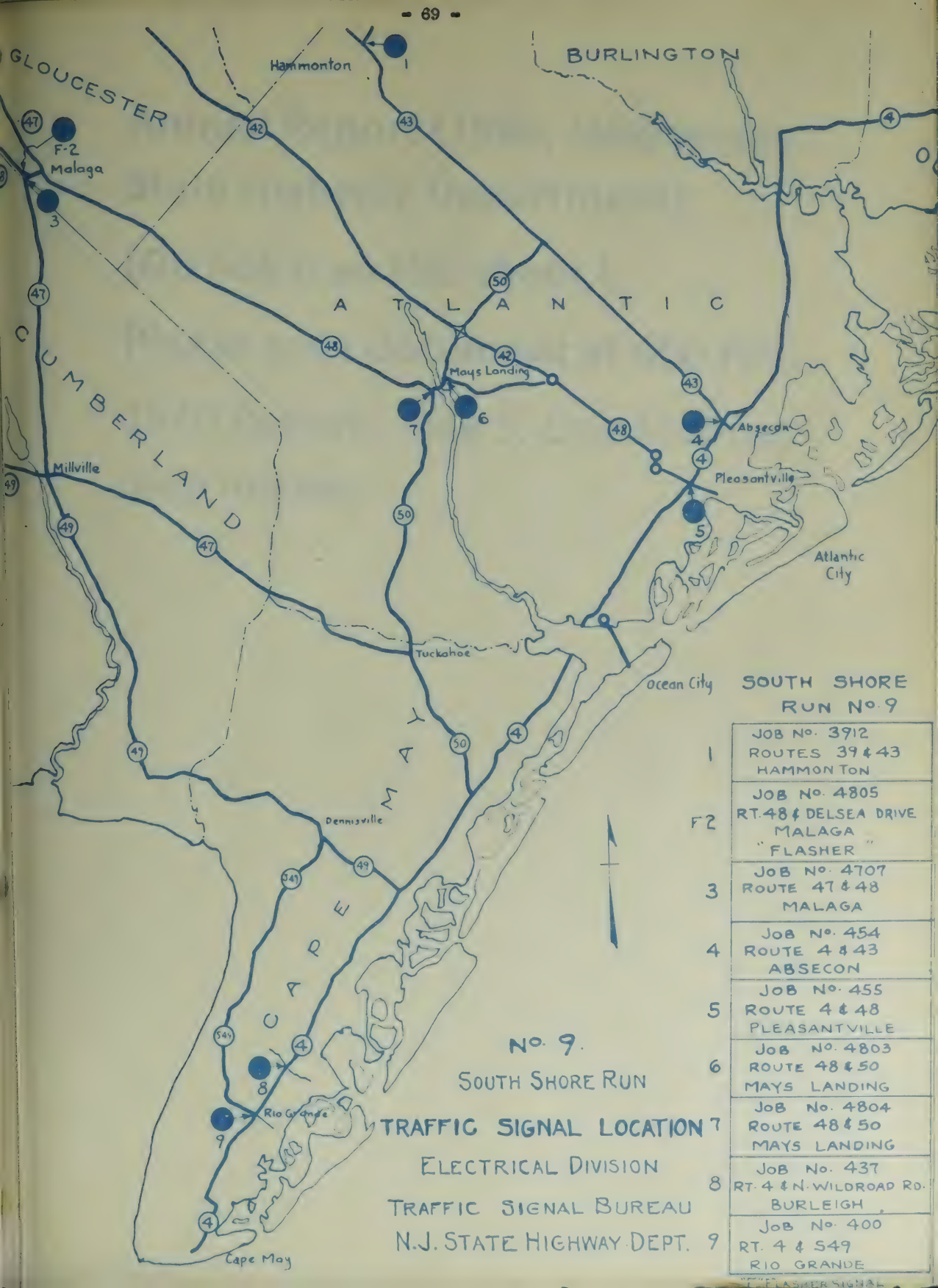
ELECTRICAL DIVISION

TRAFFIC SIGNAL BUREAU

N.J. STATE HIGHWAY DEPT



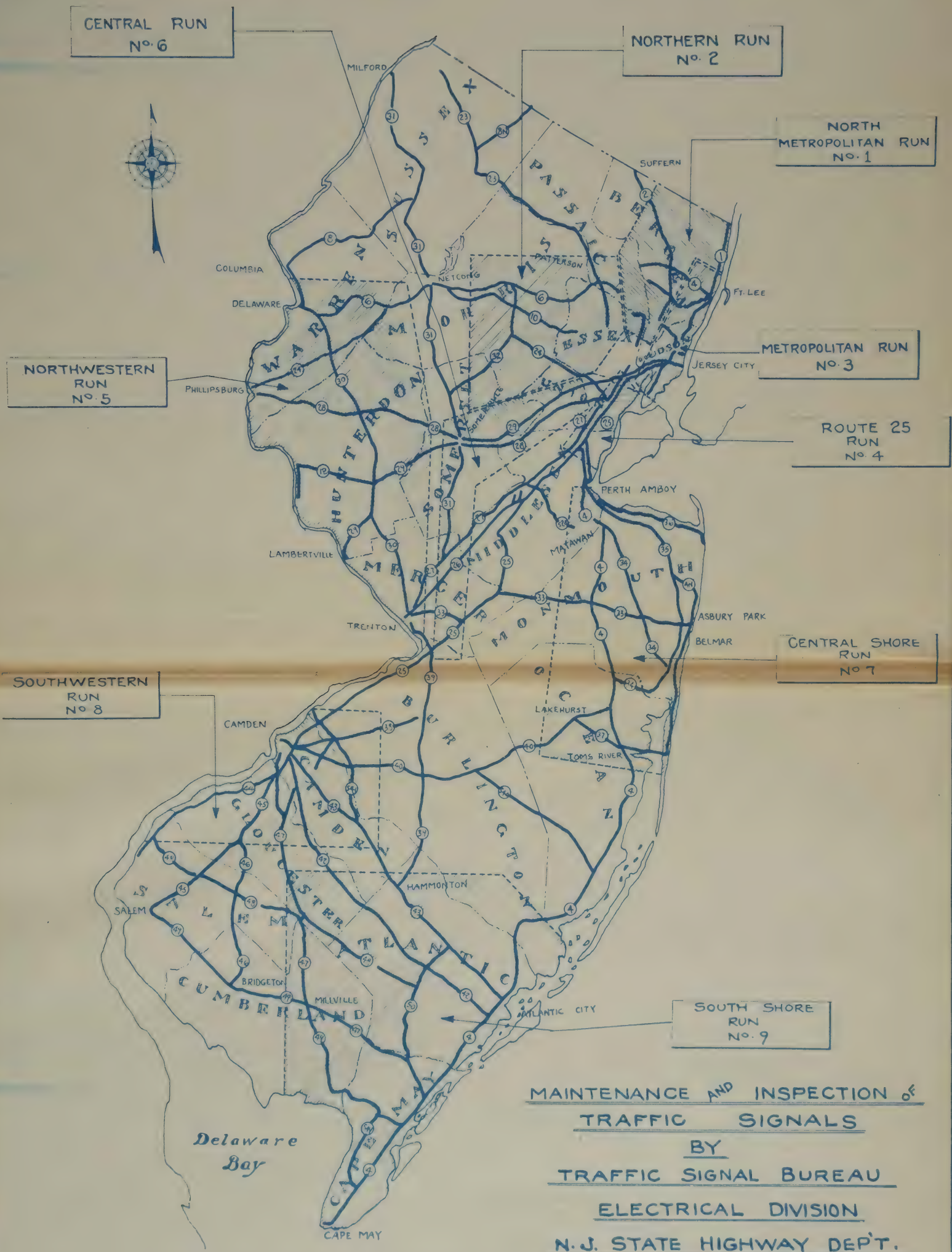

| | | | | |
|---|---|---|---|---|
| 1 | JOB No. 7501<br>ROUTE 25 & FEDERAL ST.<br>CAMDEN | 6 | JOB No. 4312<br>ROUTE 43 & KINGS HIGHWAY<br>AUDUBON | |
| 2 | JOB No. 3805<br>ROUTE 38 & CHAPEL AVE.<br>DELAWARE TWP. MERCHANTVILLE | 7 | JOB No. 4203<br>ROUTE 42 & BROWNING RD.<br>BELLMAWR | |
| 3 | JOB No 4509<br>ROUTE 45 & HADDON AVE<br>COLLINGSWOOD | 8 | JOB No. 4101<br>ROUTE 41 & 42<br>RUNNEMEDE | |
| 4 | JOB No. 4510<br>ROUTE 45 & NICHOLSON RD.<br>GLOUCESTER | 9 | JOB No. 4451<br>ROUTE 44 & S44<br>BRIDGEPORT | |
| 5 | JOB No. 4516<br>ROUTE 45 & HIGHLAND AVE<br>GLOUCESTER | 10 | JOB No 4406<br>ROUTE 44 & 48<br>PENNSVILLE | |




SOUTH SHORE RUN No. 9

| | |
|---|---|
| 1 | JOB No. 3912<br>ROUTES 39 & 43<br>HAMMONTON |
| F2 | JOB No. 4805<br>RT. 48 & DELSEA DRIVE<br>MALAGA<br>" FLASHER " |
| 3 | JOB No. 4707<br>ROUTE 47 & 48<br>MALAGA |
| 4 | JOB No. 454<br>ROUTE 4 & 43<br>ABSECON |
| 5 | JOB No. 455<br>ROUTE 4 & 48<br>PLEASANTVILLE |
| 6 | JOB No. 4803<br>ROUTE 48 & 50<br>MAYS LANDING |
| 7 | JOB No. 4804<br>ROUTE 48 & 50<br>MAYS LANDING |
| 8 | JOB No. 437<br>RT. 4 & N. WILDROAD RD.<br>BURLEIGH |
| 9 | JOB No. 400<br>RT. 4 & S49<br>RIO GRANDE |

"F" FLASHER SIGNAL




# MAINTENANCE AND INSPECTION OF TRAFFIC SIGNALS

BY

TRAFFIC SIGNAL BUREAU

ELECTRICAL DIVISION

N.J. STATE HIGHWAY DEP'T.

# N E W  J E R S E Y  S T A T E  H I G H W A Y  D E P A R T M E N T

## ELECTRICAL DIVISION 1940 ANNUAL REPORT

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STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

Fernwood Service Station,
Trenton, N. J.

April 21, 1941.

Mr. James Logan, State Highway Engineer,

State House Annex,

Trenton, N. J.

Dear Sir:

I hand you herewith, yearly report covering the activities of your Equipment Division during the period of 1940.

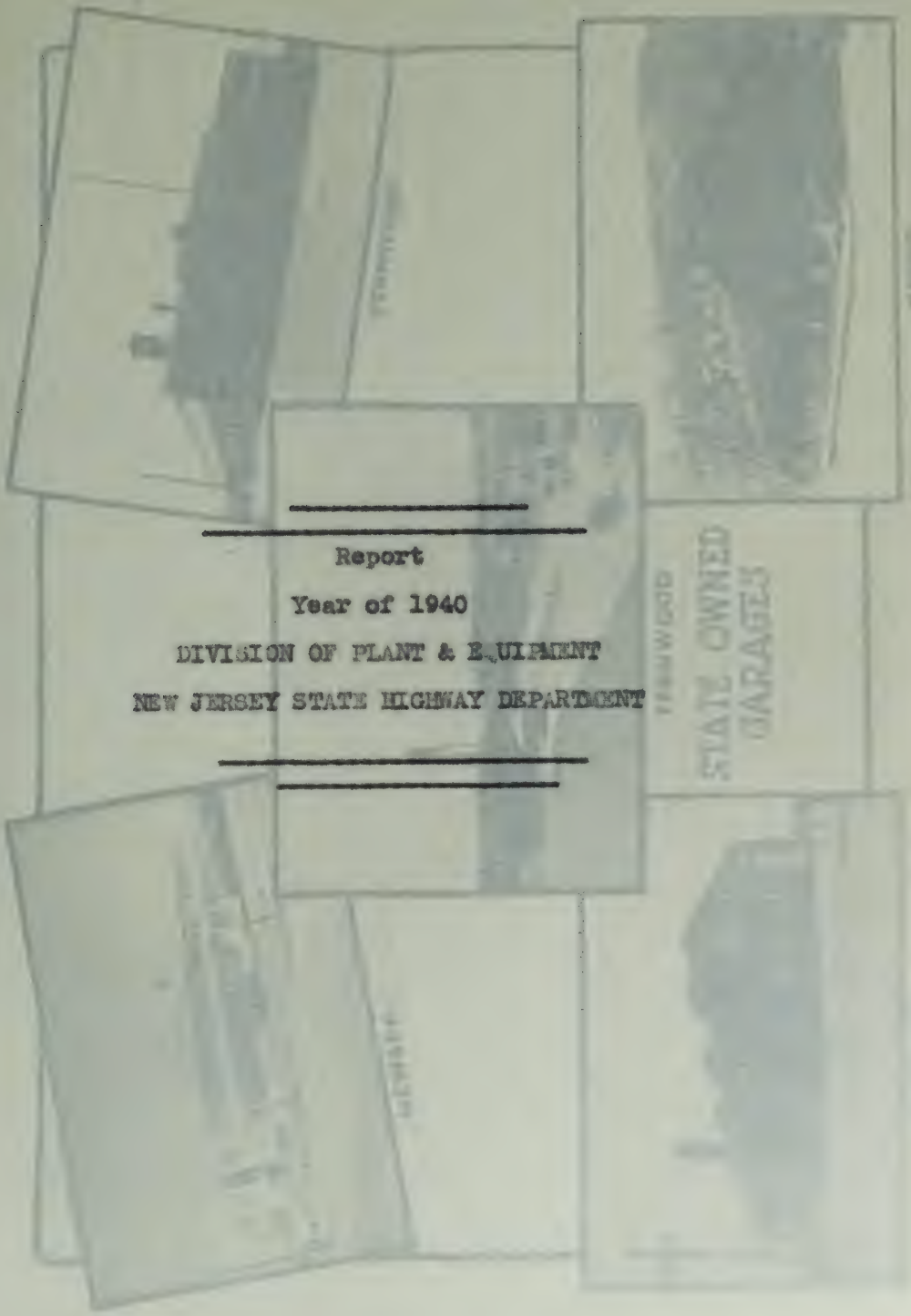
With regard to the accomplishments and merit of this program, the writer wishes to express grateful acknowledgment of and, to commend for your favorable consideration, the executives of the other highway divisions, my associates and the personnel of the Equipment Division, for their cooperation and assistance, these contributed invaluably toward bringing it to a successful conclusion,

Respectfully submitted

Frank C. Young

Frank C. Young, Supervisor,
Equipment & Transportation

FCY/EAC




# Report

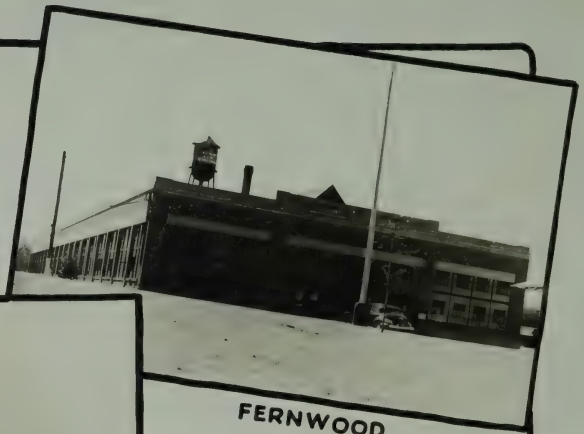
## Year of 1940

## DIVISION OF PLANT & EQUIPMENT

## NEW JERSEY STATE HIGHWAY DEPARTMENT



NEWARK



FERNWOOD



FERNWOOD

# STATE OWNED GARAGES

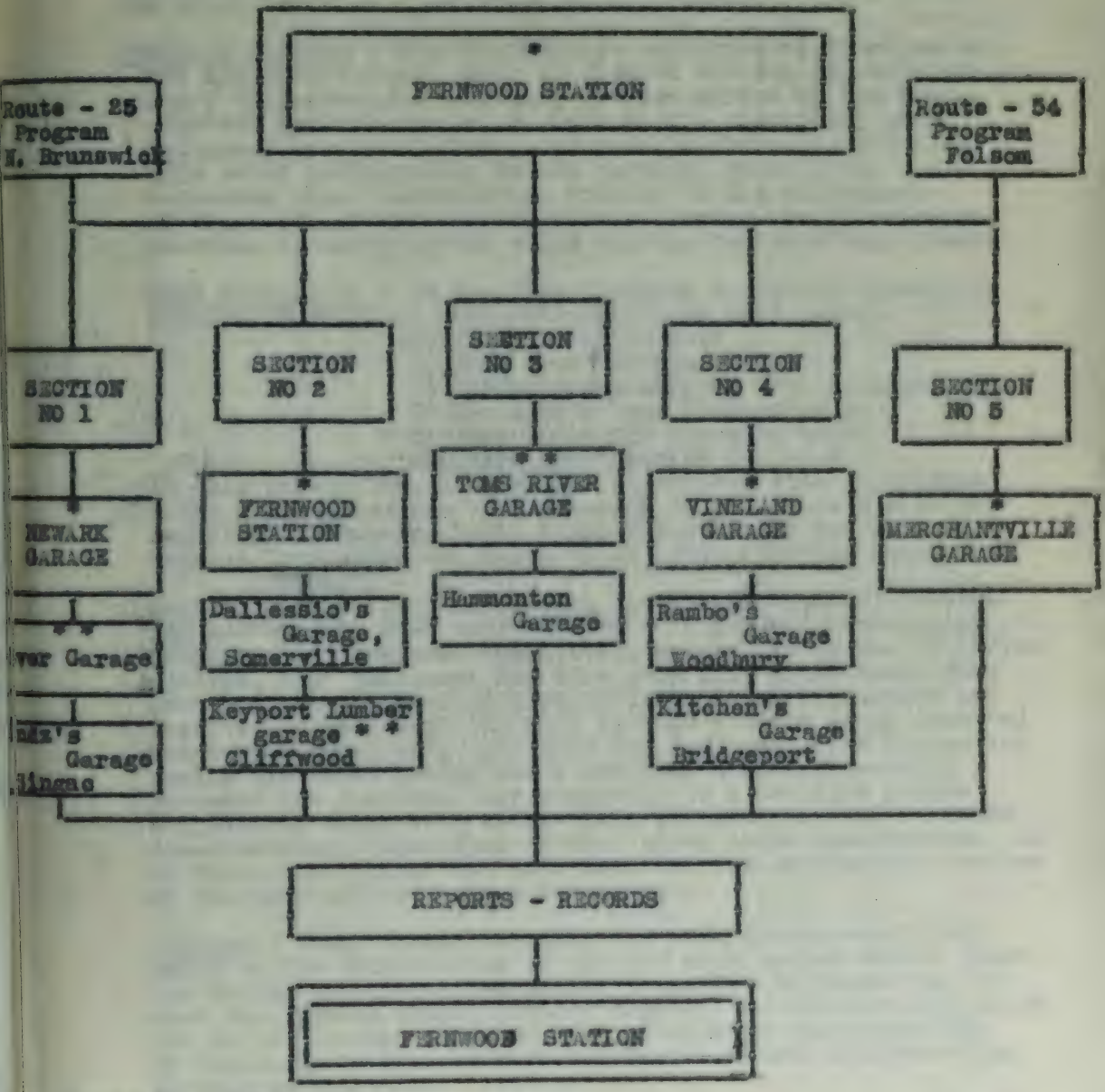


VINELAND



DOVER

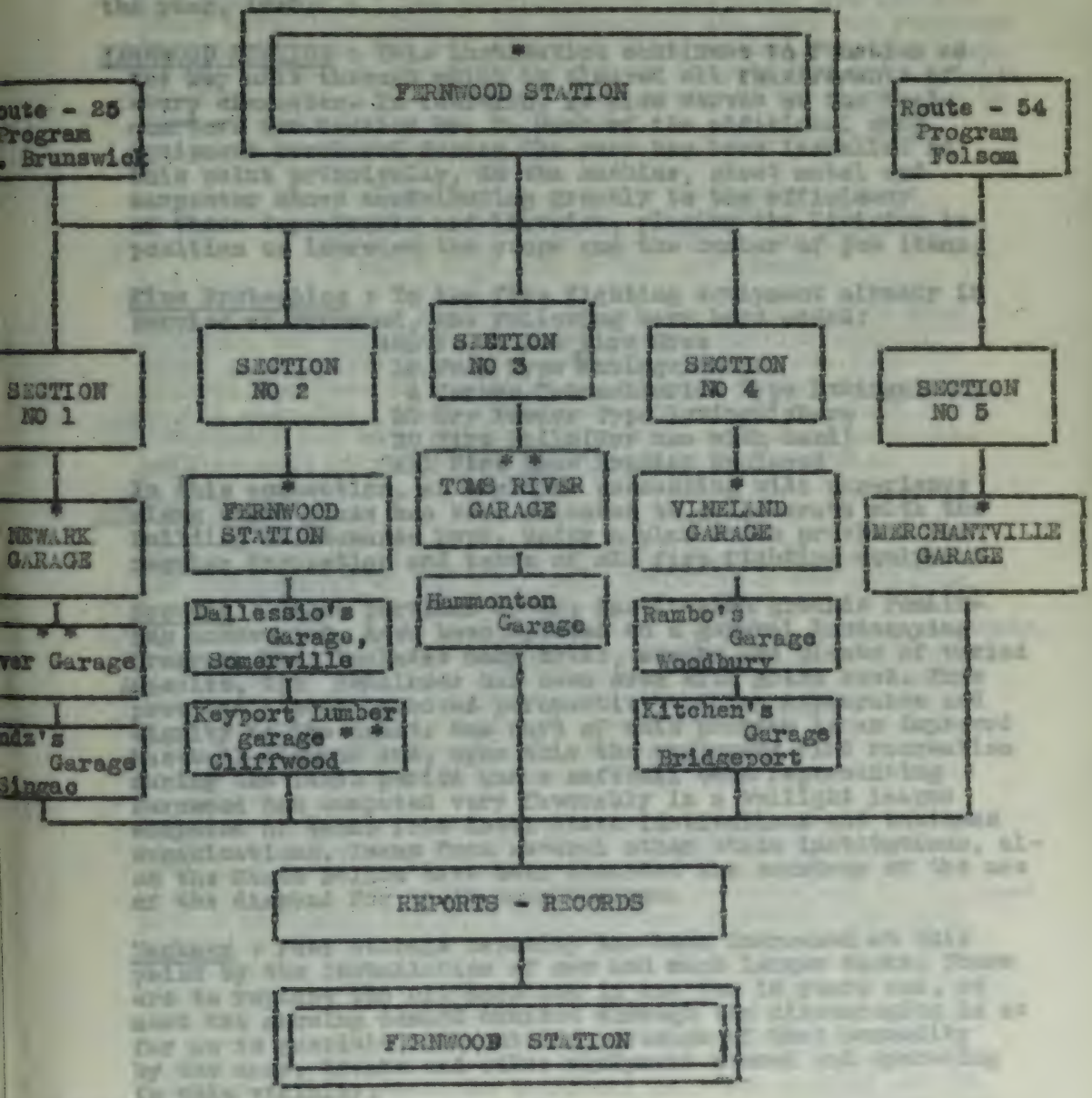
GRAPH : SHOWING BREAKDOWN OF 1940 DIVISIONAL ADMINISTRATIVE, WORK PROGRAM, DISBURSEMENT & RECORDING CONTROL.




* - Service available 24 hours per day
* - Service or gas available 24 hours per day during Snow Removal

- Cruise or ship available by phone per day during June January
- Cruise available by phone per day

GRAPH : SHOWING BREAKDOWN OF 1940 DIVISIONAL ADMINISTRATIVE, WORK PROGRAM, DISBURSEMENT & RECORDING CONTROL.




* - Service available 24 hours per day
* - Service or gas available 24 hours per day during Snow Removal

* - Heures en gras available 24 hours per day
- Heures available 24 hours per day

The foregoing graph outlines the working setup under which the demands for care, maintenance, supervision and recording with regard to the operation of plant and equipment, were handled by the Division of Plant and Equipment during the year, 1940.

FERNWOOD STATION : This institution continues to function as the key unit through which is cleared all requirements of every character. In addition, it also serves as the headquarters for Section No. 2. Much of the additional shop equipment purchased during the year has been installed at this point principally, in the machine, sheet metal and carpenter shops contributing greatly to the efficiency of these departments and likewise, placing the Division in position to increase the scope and the number of job items.

Fire Protection : To the fire fighting equipment already in service at Fernwood, the following have been added:

400 Ft. - New Fire Hose
10 Foam Type Extinguishers
4 Carbon Tetrachloride Type Extinguishers
22 Dry Powder Type Extinguishers
30 Fire Pails(For use with sand)
All Fire Hose Nozzles Replaced

In this connection, an employee possessing wide experience along these lines has been selected to collaborate with the Building Maintenance Dept. under a plan which provides for regular inspection and tests of all fire fighting equipment.

Grounds : Those portions of the institution grounds remaining unoccupied, have been treated to a general landscaping program. This includes many trees, shrubs and plants of varied species, the remainder has been sown with grass seed. This provides a much improved perspective, adding appearance and dignity to the tract. One part of this program is an improved baseball diamond and, upon this the employees find recreation during the lunch period and a softball team representing Fernwood has competed very favorably in a twilight league composed of teams from local state institutions and business organizations. Teams from several other state institutions, also the State Police have been accorded the courtesy of the use of the diamond for their competitions.

Tankage : Fuel storage capacity has been increased at this point by the installation of new and much larger tanks. These are to replace the old ones now in use for 18 years and, to meet the growing demand created through the discouraging in as far as is possible, all outside purchase of that commodity by the cars, trucks and other equipment stored and operating in this vicinity.

Grease House : A new building(26' x 32') has been erected immediately to the rear of the Main Building. Two pits have been provided in its construction to facilitate proper and efficient greasing of all types of equipment. This construction is of brick obtained from old buildings acquired by the Highway Department for right of way at Lambertville. Its

The forecasting group outlines the working setup under which the demands for care, maintenance, modernization and renovating will be raised to the operation of plant and equipment, were handled by the Division of Plant and Equipment during the year, 1960.

EXECUTIVE SECTION : This institution continues to function as the key unit through which is channel all requirements of every character. In addition, it also serves as the headquarters for Section No. 1. Issue of the statistical note equipment purchased during the year has been installed at this point principally, in the machine, phone metal and surgical shops resulting greatly in the efficiency of these departments and likewise, placing the division in position to increase the range and the number of jobs items.

Fire Protection : To the fire fighting equipment already in service at Tattenood, the following have been added:

| | |
|---|---|
| 450 | - New fire lines |
| 10 | 20-gm Type Extinguishers |
| 4 | Carbon Tetrachloride Type Extinguishers |
| 22 | Dry Powder Type Extinguishers |
| 30 | Fire Hats(For use with mask) |
| All | fire Hose Lines Replaced |

In this connection, an employee possessing wide experience along these lines has been selected to collaborate with the Building Maintenance Dept. under a plan which provides for regular inspection and tests of all fire fighting equipment.

Grounds : These portions of the institution grounds remain-ing unoccupied, have been treated to a general landscaping program. This included many trees, shrubs and plants of varied species, the remainder has been with grass seed. This provides a much improved perspective, adding appearance and dignity to the street. One part of this program is an improved parking for the Junior Period and a softball team representing the Junior Period and a softball team represented by completed very favorably in a twilight league composed of teams from local state institutions and business organizations. Teams from several other Institutions, also the State Police have accepted the courtesy of the use of the diamond for their competitions.

Gardens : Vast acreage capacity has been increased at this point by the installation of new and much larger tanks. There are to replace the old ones the in use for 10 years and, to meet the growing demand created through the discontinuing in ma fat as is possible, all garden purposes of that commodity by the care, tracks and other equipment stored and operating in this vicinity.

Garage Shops : A new building, a 80' has been erected immediately to the rear of the main Building. The pits have been provided in its construction to facilitate proper and efficient greasing of all types of equipment. This construction is of brick material from old buildings required by the Highway Department for right of way et Jamestville. Its

erection was one of the projects that were engaged in by the N. Y. A. for this department by the Federal Government.

Air Compressors : The quantities of compressed air for air power units and general use throughout the shop had outgrown the capacity of the outmoded and obsolete equipment at hand. To meet this and contemplated future demand, two modern units of sufficient capacity to meet requirements for some time to come were purchased and installed.

A - Larger commercial type compressor to care for shop demands.

B - Smaller type compressor to handle demands for tires and similar requirements in connection with Inspection Dept. and Bldg. No. 8 where cars and trucks are stored.

Work Program : The wisdom in creating a permanent 24 hour schedule has been amply demonstrated, a multiplicity of minor assignments have been completed during the year without the loss of any time on the part of the equipment or its operator, thus, an added contribution to plant efficiency has been created. When not engaged in such activities such personnel carry on routine assignments.

SECTION NO. 1

Newark Garage : In july of this year, there was completed and turned over to the Equipment Division, a new building at Newark; located at the junction of Routes 21, 25 and 29. This strategic point forms the ideal location in many respects, perhaps the more outstanding of which being, it precludes the "bucking" of heavy city traffic required by the former location as well as, equipment is placed in position to commence operation immediately, to greater or less extent thereby, assisting materially, especially in snow removal activities and the ice problems which exist in proportions in that area.

This new building is two stories in heighth, the first floor is designed for garage and other mechanical requirements with regard to the demands of the Division. This Floor provides approx. 210' x 100' for storage purposes and is equipped with 2 hydraulic lifts, 3 wash stands, a repair line with apparatus of the latest design for analyzing and testing of all units embraced in the construction of automotive and combustion engine construction. The second story is devoted entirely to drafting rooms, offices and storerooms designed to accomodate many other functions of the Dapartment in addition to the requirements of the Equipment Division.

The landscaping about the building has been carried out in excellent taste and the design, efficiency, appointment and appearance of the building are in keeping with the best traditions of the Department.

Concrete driveways flank the building on every side, these are further supplemented with wide aprons of the same material for the entrance from the highway also to the rear of the building and to the entrances to the building. To the back of the rear apron, separate and apart from the main structure has

erection was one of the projects that were engaged in by the N. I. Y. Con this department by the Federal Government.

Air Conditioning : The quantities of compressed air for air power units and general use throughout the shop has outgrown the capacity of the original and obsolete equipment we have. By means this and contemplated future demand, two modern units of sufficient capacity to meet requirements for some time to come were purchased and installed.

A - Large commercial type compressor to care for shop demands.

B - Smaller type compressor to handle demands for tires and similar requirements in connection with Inspection Dept. and Mtce. Dept.

B where late and trucks are stored.

Power Plant : The plans in effect a permanent 24 hour schedule has been amply demonstrated, a reliability of minor readjustments have been completed during the year without the loss of any time on the part of the equipment or its operator, thus, an added contribution to plant efficiency has been created. Then men engaged in such activities must personal carry on routine readjustments.

Heating Plant : In July of this year, there was completed and turned over to the Engineers Division, a new building at Seventy Second at the Junction of Jordan St., Rd and Rr. This structure joins forms the ideal location in many respects, perhaps the more outstanding of which being, it provides the "heating" of heavy duty trucks required by the former location as well as, equipment in place to positive to prevent excessive operation financially, to freezer or lose extent thereby, enabling materially, especially in snow removal activities and the time problems which exist in locations in that area.

This new building is two stories in height, the first floor is devoted for garage and other mechanical requirements with regard to the remains of the Division. This floor provides adequate, 41' x 100' for storage purposes and is equipped with 3 hydraulic lifts, 3 work stands, a repair line with appurtenance of the latest design for cleaning and testing of all units maintained in the conservation of automotive and mechanical engine conservation. The second story is devoted entirely to drafting room, offices and storerooms designed to accommodate duty under fluctuations of the Department in addition to the requirements of the Engineers Division.

The locating about the building has been carried out in accordance of the building and its keeping with the best traditions of the Department.

Generate driveways flank the building on every side, these are further augmented with wide spaces of the same material for the entrance from the Highway also to the rear of the building and to the entrance to the building. To the back of the rear space, concrete and apart from the main structure has

been constructed an Oil Station in conformity of design and appearance with the main building. At this point all issues of gas, oil, alcohol, etc. are made with ease and dispatch releiving the main building of these obligations and their conditions.
As at Fernwood, the program as to fire fighting equipment and test are rigidly adhered to.

Dover Garage : Under jurisdiction of Newark, this garage, in its area, continues to serve increasing requirements for service in a most satisfactory manner.

Singac Garage : To consolidate the equipment assigned to the area this garage has been rented in the close proximity of the Circle at a figure that renders definite savings over the former practice of separate rentals, is large enough to provide transient storage for additional units temporarily assigned also, the lot surrounding has a liberal amount of space for outside storage and a pit to assist in greasing and repairs.

SECTION NO. 2

Fernwood Station : This institution continues to double as the headquarters for Section No. 2 which is served for the most part by Traveling Inspectors contacting all assigned equipment on the road, on the job or, by bringing units requiring more serious attention into Fernwood to take advantage of the stations facilities.

Dallessio's Garage : This garage located at Somerville in which space is rented performs signally in caring for a number of units. By assigning one man part of each day at this point operators are familar with the setup and avail themselves of service which otherwise would necessarily have to be done on the road requiring considerable more time than is needed under the foregoing arrangement.

Keyport Lumber Co. Garage : Located at Cliffwood, it is rapidly becoming known as referred to as Cliffwood Garage. In addition to the regular storage for the section one snow removal truck has been housed during the period. A wooden grease rack was constructed to aid in the servicing of equipment also, a gas tank installed in Sept. from which was disbursed 2,970 gals. up to the first of the year, using these figures as a basis, it is estimated, over and above the rental savings effected will be approx. $400.00 per year. This has been made possible without any additional cost to the department.

SECTION NO. 3

Toms River Garage : This garage serving as the Headquarters for the section though, under a severe handicap through lack of sufficient space, appointments, etc., continues to render excellent service despite these drawbacks. Activities have expanded since the time of the stations inception until, now

been constructed as oil begins in quantity at Jaeiga and appearance with the main building. It this point all issues of gas, oil, alcohol, etc. are made with data and diagrams relative the main building of these obligations and their conditions.
As at Jaywood, the program as to time flooring adjacent and take any rigidity advised to.

Tower Bureau : Under jurisdiction of Jaywood, this bureau, in its eyes, continued to serve increasing requirements for service in a most satisfactory manner.

Dinner Dances : To consolidate the enjoyment enjoyed in the rose Hill gardens for been united in the close proximity of the cirgle at a figure that renders definite savings over the former practice of separate rentals. In large enough to provide adequate storage for additional units temporarily enjoyed also, the Inn furnishing the a liberal amount of space for outside storage and a pit to assist in greasing and repairs.

<u>DIRECTOR NO. 8</u>

Personal Matters : This institution continues to occupy as the Institute for Section No. 8 which is served for the most part by traveling Inspectors concerning all matters equipment on the road, on the job or, by bringing units requiring more serious attention into Detroit to take advantage of the shopping facilities.

Dealership's Bureau : This bureau located at Sherryville in which space is rented partime elegantly in seeing for a number of units. If wandering one man pays it back at this point operators are familiar with the setup and avail themselves of service which immediately give to be done on the road requiring considerable time which is wasted under the irregular arrangement.

Personal Inspector No. Bureau : Located at Cliffwood, it is rapidly becoming known as referred to as Cliffwood Bureau. In addition to the regular charges for the service one stone tendrel which has been located during the period. A stone fireplace back has been constructed in all in the servicing of equipment also, a gas range installed in Dept. Item which was dismissed 3,890 pair, so to the first of the year, using these figures as a basis, it is estimated, over and above the rental markup allowed will be sufficient cost to This has been made possible without any additional cost to the department.

<u>DIRECTOR NO. 9</u>

Tower Sister Bureau : This bureau serving as the Headquarters for the service Depot, under a heavy Dunlop tonnage lack of multiplex space, accommodations, etc., continues to render excellent service despite these drawbacks. Activities have expanded since the time of the erections Inspection until, now

there appears a definite need for additional space and facilities to enable them to carry on the work required in this section without the restraint of difficulties.

Hammonton Garage : The Department Garage at this place has deteriorated to the point, it can only be used by this Division as a storage place for department snow removal trucks of the older type as it affords very little in the way of protection from the weather. A supplementary garage rented during the preceeding year for the storage of units assigned to maintenance, has proven of great assistance in caring for the demands in this vicinity. In addition, storage was available at this point for the tool car assigned to the Folsom Job(Route 54 - Widening Project).

SECTION NO. 4

Vineland Garage : The time elapsing from the acceptance of this garage and the first of the year(6 mos.), rather served as a shakedown period during which there was an opportunity to get everything adjusted to the point that, during 1940 the real opportunity was present to realize the value and benefits of this splendid building and equipment. The excellent facilities of this station make possible a high standard of service in all departments.
The Grounds about the building have been landscaped extensively and present an impressive pleasing appearance which reflect most favorably.
The program with regard to fire fighting equipment and tests is also regidly enforced at this point.

SECTION NO 5

Merchantville Garage : With the addition of supplementary storage space which was available immediately adjacent this station has, as in the past, taken care of the division demands in and about the Camden area. The additional space(approx. 9,000 Sq. Ft.) has taken care on the overflow in the way of storage and snow removal requirements also, half of this new location has been made available for the needs of Sign Department of the Maintenance Division operating in that section of the state. In this manner, this latest acquisition makes an admirable setup permitting greater latitude without any additional operating personnel plus intangible benefits derived from concentration.

there appears a definite need for additional space and facilities to enable them to carry on the work required in this section without the restraint of difficulties.

Harcourton Cutters : The Department Garage at these Plans has deteriorated to the point, it can only be used by this Division as a storage place for department snow removal trucks of the older type as it affords very little in the way of protection from the weather. A supplementary garage vehicles during the proceeding year for the storage of units was available at this point for the local car assigned to the Yolsom Dam(route 24 - Viewing Project).

SECTION NO. 4

Viaduct Centre : The time elapsing from the acceptance of this garage and the first of the year(4 mos.), rather served as a showdown period during which there was an opportunity to get everything adjusted to the point that, during 1940 the real opportunity was presented to realize the value and benefits of this epochal building and equipment. The excellent facilities of this station make possible a high standard of service in all departments.

The Grounds about the building have been landscaped extensively and present an impressive planting appearance which reflect most favorably.

The program with regard to fire fighting equipment and tests is also regularly enforced at this point.

SECTION NO 5

Macdonaldville Centre : With the addition of supplementary storage space which was available immediately adjacent this station bay space, at the park, there are the division dependable in and about the Gardiam area. The additional space(approx. 6,000 Sq. ft.) has taken care of the overflow in the way of storage and snow removal implements also, half of this new location has been made available for the needs of Dept Department of the state. Maintenance Division operating in that section of the state. In this manner, this latest acquisition makes an admirable central terminal plus intermediate facilities derived from operating economies.

WORK EXECUTED BY THE DIVISION :

Separate and apart from the usual routine with regard, to service, replacements, adjustments, greasing, care of equipment, etc., the Division has engaged in 890 distinct operations. These activities represent varied types of demands against which were applied personnel, material and equipment of all character and proportions. Of the foregoing, 281 work orders were for agencies outside of this Division.

The following is a brief resume of the character of this type of work which is carried as Outside Work Orders also, the agency for whom the work was performed:

Administration - 4 Orders -,Mask Box & Titles, Metal Sheets, Tables.

Auditing & Accounts Division - 1 Order - Shelving

Bridge Division - 2 Orders - Spoons, Casing

Electrical Division - 65 Orders - Angle Irons, Bars, Bearing Plates, Bending Operations, Bolts, Brackets, Brass Washers, Bushings, Cable Terminals, Canvas Holders, Clamps, Draw Bars, Drip Pans, Form Braces, Handles, Hooks & Repairs to, Levers, Lock Bar Covers, Lock Castings, Partitions, Plates, Pull Box Covers, Saddles, Scoops, Shafts & Keys, Shaft Collars, Sharpening of Tools, Sleeves, Slice Bars, Soldering Pots, Stop Lite Repairs, Straps, Swivel Handles, Turnbuckles.

Highway Laboratory - 17 Orders - Aluminum Plates & Discs (Machining), Angle Irons, Bearings, Bearing Blocks, Briquette Molds, Collars, Fabrications(To sketch), Guage Plates, Iron Sheets, Moulds(Misc.), Rotop Shaker, Set Keys, Vibrator Repairs, Vacumn Pump Repairs, Viscosity Cups.

Maintenance Division - 152 Orders - Angles, Asphalt Chisels, Barricades, Barrell Skids, Bars, Bolts, Buggy Repairs, Bull Points, Canvas Covers, Chain Block Repairs, Chains, Clamps, Cold Chisels, Covers(All types), Curb Form Repairs, Curb Lifter, Dump Board & Platforms, Eye Bolts, Flashing Drivers, Forms, Form Pins, Hooks, Hook Rods, Incinerators, Ladder Repairs, Manhole Cover Machining, Manhole Steps, Motor Boxes, Pipe Hooks, Pipe Work(Misc.), Plow Blades, Post Hole Bars, Post Pullers, Reynolds Truck Repairs, Sand Boxes, Screed Repairs, Shale Bars, Shift Pins, Signs, Sign Faces, Sign Standards, Skids, Stake Drivers, Steel Shims, Steel Pins, Steel Plates, Straps, Stump Puller, Tampers, Tool Boxes, Tool Sharpening, Tow Hooks, Traffic Sign Covers, Tree Mats, Tree Platforms, Wedges, Wheelbarrow Repairs.

New Jersey Geodetic Survey - 1 Order - Sheaves

## Mew Jersey Geografic Survey - 1 Order - Urgent

Two Main, Iron Industries, Medicine, Hydrocarbon Imports, Bank, Tool Shortages, Dam Dunes, Textile Glen Severn, Pine, Wood Fibres, Europe, Brand Valley, Tempers, Tool Pipe Fertilizer, Solar, Steam Power, Bridge Ports, Bond Fibre, Coral Inlands, Steel Grain, Wood Forest Forest, Coral Port, Daily Mine, Signs Trees, Fish Bone, Joe Pollard, Hydrocarbon, Steel Grain

National Youth Administration - Federal Projects - 11 Orders - Angles Frames, Hauling(Misc.), Lintels, Louvres, Moulding, Special Wood Work, Straight Edge, Water Line Installation.

Purchases & Stores - 6 Orders - Battery Carriers, Canvas Bags, Frames, Misc. Parts.

Real Estate Division - 1 Order - Boxes.

State Purchase - 3 Orders - Loading Platform Repairs, Motor Overhauls, Truck Repairs.

Statewide Planning Division - 4 Orders - Brackets, Racks, Ramps.

Highway Survey & Plans - 14 Orders - Boat, Canvas Bags, Curb Sections(Forms for), Form Pins, Froat Pins, Sheet Metal Trough, Signs(Men Working), Sounding Chains, Stakes, Steel Forms, Stool Repairs, Tool Sharpening, Work Bench.

Technical Division - 1 Order - Motor Box.

In addition, a number of different types and units of equipment, personnel and materials were applied against road construction and repair at the following locations:

Annandale State Farm
Colored Industrial School, Bordentown
Folsom Job (Route - 54, Widening Program)
Girls Reformatory, Clinton
Greystone Park
Hacklebarney State Park
Marlboro State Hospital
Mount Holly Armory
National Guard Camp, Seagirt
Routes - 25 & 26
State Colony, New Lisbon
State Home for Boys, Jamesburg
State Home for Girls, Trenton
State Hospital, Glen Gardner
State Hospital, Trenton
Teacher's State College, Montclair
Teacher's State College, Trenton
Teaneck Armory

Other activities of similar nature involving considerable equipment and personnel were:

Statewide assistance to the Draft Boards(Transportation of officials, supplies and general cooperation).

Statewide distribution of Election Board Supplies.

In addition, a number of different types and units of equipment, personnel and materials were supplied against road construction and repair at the following locations:

Annandale State Farm
Colored Industrial School, Bordentown
Folsom Jog (Route - 94, Widening Program)
Girls Reformatory, Clinton
Greystone Park
Hackettstown State Hospital
Marlboro State Hospital
Mount Holly Armory
National Guard Camp, Sea Girt
Routes - 25 & 26
State Colony, New Lisbon
State Home for Boys, Jamesburg
State Home for Girls, Trenton
State Hospital, Glen Gardner
State Hospital, Trenton
Teacher's State College, Montclair
Teachers State College, Trenton
Tetanek Armory

Other activities of similar nature involving considerable equipment and personnel were:

Statewide assistance to the Civil Defense(Preparation of Officials, supplies and general cooperation).

Statewide distribution of Election Board Supplies.

National Youth Administration - Federal Projects - 11 Orders - Angles Timmes, Sealing(Misc.), Kimbels, Journeys, Mounting, Special Wood Work, straight Edge, Water Line Installation.

Turnbuckles & Eyebolts - 6 Orders - Battery Carriers, Canvas Bags, Frames, Misc. Parts.

Real Estate Division - 1 Order - Signs.

State Troopers - 3 Orders - Loading Platform Repairs, Motor Overhauls, Truck Repairs.

Statewide Planning Division - 4 Orders - Brackets, Racks, Ramps.

Highway Survey & Plans - 14 Orders - Boat, Square Desk, Curve Projections(Drums for), Tube Line, Steel Files, Metal Cabinets, Blue(Blue Working), Mounting Charts, Boxes, Steel Forms, Blood Repairs, Tool Sharpening, Work Bench.

Technical Division - 1 Order - Motor Box.

## POLICIES & PRACTICES

The following represent some of the more important items adopted or, developed further during the year.

Blinker Lights : Results that were obtained from the use of some these lights during the previous year, clearly demonstrated their valuable contribution as a safety factor. These necessaries proved so outstanding that they have been added to the equipment of all types of equipment regularly assigned to snow removal, as a protective measure.

Cinder(Sand) Spreaders : Operated with both materials with equal efficiency, these units have been adopted as regular equipment on every hydraulic equipped dump truck. During, and in accordance with the severity of the situation during slippery periods, trucks and personnel are applied against these conditions to create greater safety for the users of the states highways. Heretofore, this work was almost entirely accomplished by men shoveling these materials from the bodies of trucks. This method was handicaped by many personnel hazards and greater, much limitation. With the adoption of the spreader, efficiency and safety many times by their use in conjunction with dump body trucks. They consist of a hopper type tail gate which fits into the body of the truck; this in turn is provided with a safety seat for the operator of the spreader and compe mates with the action of the body keeping horizontal in position as the body is raised or lowered to effect the flow of materials through the gate of the hopper which delivers it to the mouth of the spreader. The spreader itself, is mounted upon pneumatic tires which turn an axle provided with gears to propel a spinning discs which catches the material and distributes it over the roadbed. These may be used at any desired speed and are hinged in such a manner they may be lifted clear of the ground on this hinge and held in that position with the use of a chain provided for the purpose. The great amount of and the character of the work performed by these spreaders form a valuable contribution to highway safety.

First Aid Kits : Every piece of equipment in use at the present time, with or to which, a crew is assigned, is equipped 100% with these kits. The campaign to safeguard the health of employees by the prompt attention to injuries is being rigidly enforced.

Fuel Distribution : Surveys are continuously in progress to determine economies with regard to more efficient distribution of fuel. From time to time as the possibilities appear, tanks are installed and the more recent installations reveal the disbursement and practical savings made possible by this practice. In addition to the following, there are certain definite savings reflected in the convenience, proximity. amounts of oil disbursed(not analyzed), etc. these, while intangible nevertheless, in the aggregate, represent considerable.

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[illegible] during the year.

[illegible] Plans which were outlined from the time of
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Fire and Life [illegible] of equipment is [illegible] at the [illegible]
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Fire Protection [illegible] are [illegible] in progress at
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[illegible] [illegible], in the [illegible], [illegible] [illegible].

| Location | Gals. Gas Dispensed | Saving per Gal. | Total for Location |
|---|---|---|---|
| Cliffwood(4 months) | 2,870 | $ .049 | $ 140.63 |
| Dover Garage | 15,283 | .049 | 748.87 |
| Route 25 Program | 34,674 | .049 | 1,698.05 |
| " 26 " | 27,306 | .049 | 1,337.99 |
| " 34 " | 60,026 | .049 | 2,941.27 |
| State Hospital(Marlboro) | 4,137 | .049 | 202.71 |
| Toms River Garage | 15,807 | .049 | 774.84 |

TOTAL SAVINGS REPORTED - - - - - - - - $ 7,667.76

Snow Removal Crews : With the acquisition of the newer and larger type equipment for snow activities, the added problem of more complicated mechanism presented itself. To overcome this situation, programs were arranged under which, special training was given to personnel assigned to the operation of these units. In this program, a sufficient number were selected for each piece to provide continuous performance under all conditions and to stay with it 24 hours per day until everything is cleaned up, this forms a very flexible arrangement which permits diverting any unit from its regular section to any other in the state should the demand require it and, without the loss of any time that might have been previously caused by personnel problems.

Water Tanks for Mudjacking : Considerable quantities of water are required in carrying on these activities, in the past much of this water was handled with the use of trailer type tanks which proved slow and inconvenient. To offset this condition, heavy steel tanks were fabricated at Fernwood and mounted upon light truck chassies that were equipped with power takeoffs to drive the pumps used in filling them, these every waterhole and stream becomes a potential water supply and represents substantial savings in purchase, time and labor. Likewise, these same units are ideally qualified to fill many other similar demands which may arise. The chassies used were selected from trucks once used in maintenance demands, rehabilitated and converted into these useful pieces of equipment.

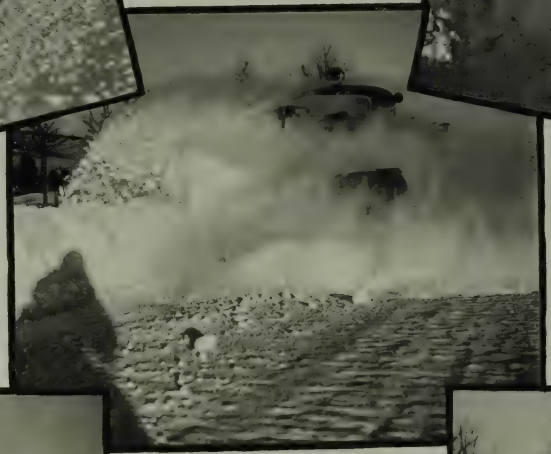
Route - 24, Widening Program : Starting April 15th and, continuing to December 15th(7 months), a fleet of division trucks were assigned to and completed, a total of 4,416 truck days or, an average of 602 truck days per month during the length of this assignment.

Paint Agitator : This unit was designed and constructed at Fernwood for use in painting operations, more particularly, highway line work which is done with machines and requires large amounts of material. This units does away with the long tedious task of hand mixing doing that operation in but a fraction of the time thus, quantities of paint are always ready for the line machines which are filled from a large molasses type spigot extending over

| | | |



MACK FLEET IN ACTION



HEAVY GOING



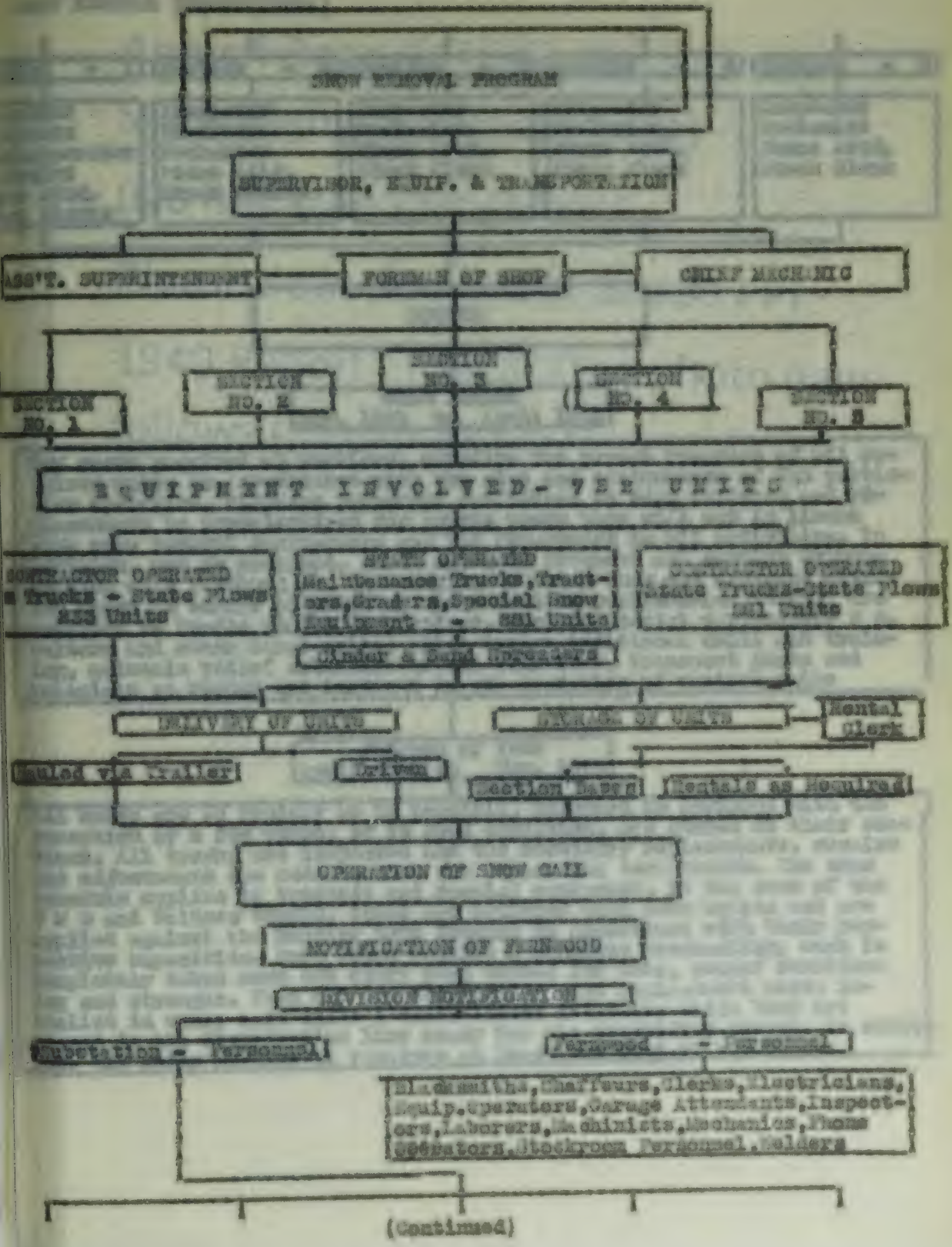
OPENING BIG DRIFTS



CATERPILLER IN ACTION



CLEANING UP


SNOW REMOVAL PROGRAM
SUPERVISOR, EQUIP. & TRANSPORTATION
ASS'T. SUPERINTENDENT
FOREMAN OF SHOP
CHIEF MECHANIC
SECTION NO. 1
SECTION NO. 2
SECTION NO. 3
SECTION NO. 4
SECTION NO. 5
EQUIPMENT INVOLVED - 782 UNITS
CONTRACTOR OPERATED
Trucks - State Plows
433 Units
STATE OPERATED
Maintenance Trucks, Tractors, Graders, Special Snow Equipment - 281 Units
Cinder & Sand Spreaders
CONTRACTOR OPERATED
State Trucks-State Plows
168 Units
DELIVERY OF UNITS
DELIVERY OF UNITS
Rental Clerk
Hauled via Trailer
Driven
Section Bases
Rentals as Required
OPERATION OF SNOW CALL
NOTIFICATION OF FOREMAN
NOTIFICATION
Substation - Personnel
Personnel
Blacksmiths, Chauffeurs, Clerks, Electricians, Equip. Operators, Garage Attendants, Inspectors, Laborers, Machinists, Mechanics, Phone Operators, Stockroom Personnel, Welders

(Continued)

SNOW REMOVAL PROGRAM(Con.)

| Section - 1 | Section - 2 | Section - 3 | Section - 4 | Section - 5 |
|---|---|---|---|---|
| Inspector<br>Chauffeurs<br>Equip.Operator<br>Mechanics<br>Phone Attd.<br>Stock Clerks | Inspector<br>Chauffeurs<br>Mechanics<br>Phone Attd.<br>Stock Clerks | Inspector<br>Mechanics<br>Phone Attd.<br>Stock Clerk | Inspector<br>Mechanics<br>Phone Attd.<br>Stock Clerk | Inspector<br>Mechanics<br>Phone Attd.<br>Stock Clerk |

DUTIES

Snow Period
Nov. 15th to April 15th

Man posts required at stations, expedite the prompt response of all required units in, accordance with the size and seriousness of the particular operation, dispatch personnel sufficient to care failures and replacements to predetermined key points where they will act in liason with snow removal contractors and the Department in all activities. In addition, men so assigned, shall maintain frequent and regular communication with Fernwood or, the station to which they are assigned advising those in charge of progress and affecting particulars. Others, are assigned to handle phones at stations, operate special equipment(F W D, Walters and other large units) which reuire additional skill and training, maintain relief schedules of all character, transport parts and materials as needed and instruct in the operation of various units

Balance of Year
April 15th to Nov. 15th

All units are as rapidly as is possible, returned to Fernwood with the exception of a few which, if in good condition, are stored at their stations. All trucks are inspected and the necessary replacements, repairs and adjustments are made against the succeeding snow season. The same schedule applies to tractors and special equipment, in the case of the F W D and Walters trucks, these are equipped with dump bodies and are applied against the heavier type demands in accordance with their respective capacities. Snow Plows receive a complete overhauling, each is completely taken down and every part tested for wear, proper functioning and strength. Then all are reassembled with replacement parts installed in every case where a doubt exists following which they are placed in the distribution line ready for the succeeding season. In addition, all units needing it receives at least one coat of Paint













1- ROAD GRADER

2- SAND + CINDER SPREADER WITH SAFETY SEAT

3- LIGHT SNOW REMOVAL EQUIPMENT

4- WALTERS SNOW-FIGHTER

5 FOUR-WHEEL DRIVE ROTARY

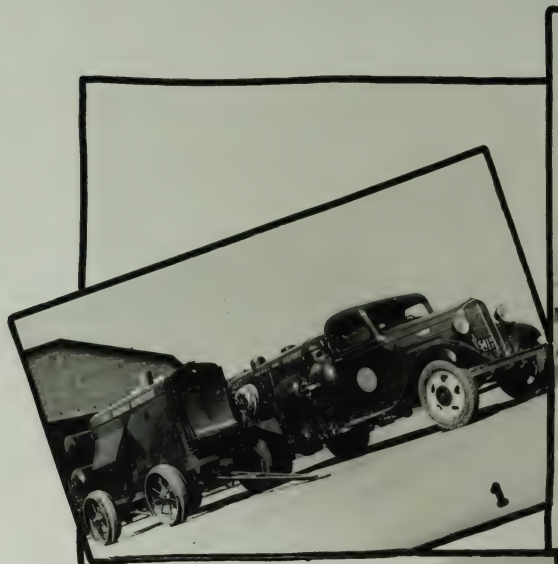


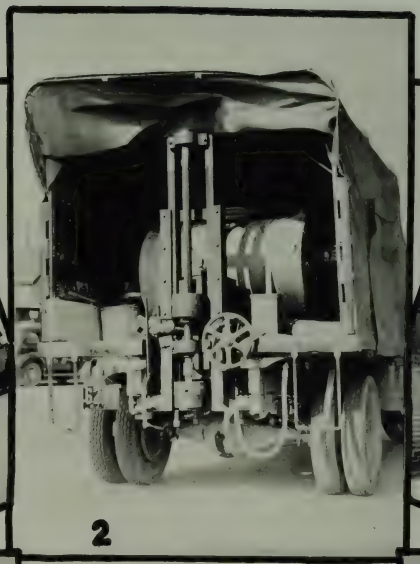
# EQUIPMENT ACQUIRED DURING 1940

| No. of | Unit |
|---|---|
| 2 | Air Compressors (Stationary) Ing/Rand, Type 30 |
| 1 | " " (Portable ) " " " U 85 |
| 5 | Autographic Registers |
| 1 | Bolt Cutter (Acme) |
| 5 | Brake Fluid Outfits ("Fluid Ball") |
| 4 | Backfill Tampers (Ing/Rand) |
| 1 | Band Saw (Delta-14") |
| 1 | Battery Charger (Gen. Elect. - Tungar) |
| 4 | Brake Lining Outfits (Thermoid - Model T M) |
| 1 | Bucket (Williams Clam Shell - ⅜ Cu. Yd.) |
| 4 | Buick Sedans |
| 25 | Chevrolet Coaches |
| 19 | " Coupes |
| 7 | " Sedans |
| 32 | " Station Wagons |
| 1 | " 3/4 Ton, Ladder Truck |
| 19 | " " , Pickups |
| 3 | " ½ " , " |
| 10 | " 1½ " , Dump Trucks |
| 1 | " " " , Stake Truck |
| 80 | Cinder Spreaders (Good Roads) |
| 3 | Chain Hoists (2 Ton) |
| 2 | Concrete Spray Outfits (Aeroil Portable) |
| 1 | Crane (Manley Portable - 2000# Cap.) |
| 1 | " (Universal Loraine - Model L-40 with Shovel - 8½ T.) |
| 1 | Diamond Drill (Ing/Rand - Size XD 3) |
| 1 | Digger (Ing/Rand Pneumatic - Type #273) |
| 1 | Distributor Timer (Wilson/Ford Type) |
| 1 | Drill Press (Allen #2) |
| 1 | Electric Drill (Van Dorn - ½") |
| 2 | " Generating Outfit (Delco) |
| 1 | Headlight Tester (Weaver Photoelectric) |
| 1 | Lawn Mower Sharpener (Ideal) |
| 6 | Highway Mowers (Worthington - Sickle Bar Type) |
| 1 | Mack Chassis (For use with Lorain Crane) |
| 10 | Mack Dump Trucks (2½T - Model EF) |
| 2 | " Tank Trucks (4T - " EH - Cap. 1200 Gals.) |
| 1 | Punch Press (Weedman - Type 4-R Turret) |
| 1 | Paint Agitator (Constructed at Fernwood) |
| 1 | Paving Breaker (Ing/Rand - Type CC-80) |
| 1 | Pipe Bender (Greenlee Hydraulic - Type 770) |
| 1 | " Threading Machine (Oster #304 - ⅛" to 4") |
| 6 | Pumps (Diaphragm Type) |
| 6 | " (Force Type - Novo) |
| 1 | Road Broom (Constructed at Fernwood) |
| 1 | Road Roller (Galion - 5 T.) |
| 1 | " " (" - 10 T.) |
| 5 | Rotary Screens (Constructed at Fernwood) |
| 1 | Sand Blast Outfit (Pangburn - Type AC-3) |
| 17 | Snow Plows (Good Roads - Model 101) |
| 4 | " " (Walters "Snow Fighters", 5-8Ton, 4Wheel Drive Equipped with V plow & wings, also supplementary plow midway the chassis (Description under Equip. on Hand)) |
| 20 | Tar Kettles, Oil Burning Type-Model S, Cap. 60 Gal. |
| 1 | Vacumn Cleaner (Gen. Elect. - Model 96) |
| 1 | Valve Seat Grinder (Kwik/Way) |
| 3 | Vibrators (Bailey Spud) |

EQUIPMENT ACQUIRED DURING 1940

| No. of Unit | |
|---|---|
| 8 | Air Compressors (Stationary) Ing/Rand, Type 30 |
| 1 | " " (Portable ) " " " D 85 |
| 1 | Autographic Registers |
| 1 | Bolt Cutter (Acme) |
| 1 | Brake Fluid Outfits ("Fluid Seal") |
| 4 | Backfill Tampers (Ing/Rand) |
| 1 | Band Saw (Delta-14") |
| 1 | Battery Charger (Gen. Elect. - Tungar) |
| 1 | Brake Lining Outfits (Thermoid - Model T M) |
| 1 | Bucket (Williams Clam Shell - ¾ Cu. Yd.) |
| 4 | Buick Sedans |
| 25 | Chevrolet Coaches |
| 19 | " Coupes |
| 7 | " Sedans |
| 38 | " Station Wagons |
| 1 | " 3/4 Ton, Lasalle Truck |
| 1 | " " " Pickups |
| 1 | " " " |
| 3 | " ½ " Dump Trucks |
| 1 | " " " Stake Truck |
| 50 | Cinder Spreaders (Good Roads) |
| 1 | Chain Hoists (2 Ton) |
| 1 | Concrete Spray Outfits (Aerolf Portable) |
| 1 | Crane (Lorain Portable - 8000# Cap.) |
| 1 | " (University Laboratories - Model L-40 with Shovel - 0¾ Yd. |
| 1 | Diamond Drill (Ing/Rand - Size KD 6) |
| 1 | Digger (Ing/Rand Pneumatic - Type ¾S73) |
| 1 | Electric Motor Timer (Wilson/Ford Type) |
| 1 | Drill Press (Allen ½) |
| 1 | Electric Drill (Van Dorn - ½") |
| 1 | " Generating Outfit (Delco) |
| 1 | Headlight Tester (Bowser Whotoseletric) |
| 1 | Lawn Mower Sharpener (Ideal) |
| 1 | Highway Mowers (Worthington - Sickle Bar Type) |
| 1 | Mack Chassis (For use with Lorain Crane) |
| 10 | Mack Dump Trucks (B¢T - Model EF) |
| 1 | " Tank Trucks(4¢T - " EH - Tag. 1500 Gals.) |
| 1 | Punch Press (Woodman - Type 4-R Turret) |
| 1 | Paint Agitator (Constructed at Fernwood) |
| 1 | Paving Breaker (Ing/Rand - Type DD-60) |
| 1 | Pipe Bender (Greenlee Hydraulic - Type 770) |
| 1 | " Threading Machine (Oster ¼"04 -2" to 4") |
| 1 | Pumps (Diaphragm Type) |
| 1 | " (Force Type - Novo) |
| 1 | Road Broom (Constructed at Fernwood) |
| 1 | Road Roller (Gallon - 5 T.) |
| 1 | " " " - 10 T.) |
| 1 | Rotary Harrows (Constructed at Fernwood) |
| 1 | Sand Blast Outfit (Pangburn - Type AC-3) |
| 17 | Snow Plows (Good Roads - Model 10J) |
| 4 | " " (Wallace "Snow Fighters", 3-6Ton, Model Dria |
| | Equipped with V plow & wings, also supplementary plow |
| | ridway the owners(Description under Equip. on Hand)) |
| 10 | Tar Kettles, Oil Burning Type-Model E, Cap. 60 Gal. |
| 1 | Vacuum Cleaner (Gen. Elect. - Model 98) |
| 1 | Valve Seat Grinder (Kwik/Way) |
| 3 | Vibrators (Bailey Spud) |










## MISCELLANEOUS EQUIPMENT

1. TRUCK+TRAILER COMPRESSORS
2. CORE DRILL
3. TREE SPRAYER
4. LORAIN SHOVEL+CRANE
5. WATER DISTRIBUTOR



EQUIPMENT DISPOSED OF DURING 1940

| No. of | | Type of Unit |
|---|---|---|
| 2 | | Auto Jacks(Midwest) |
| 1 | | " " (Weaver) |
| 1 | | Bending Brake(Dries & Krump) |
| 5 | | Buick Sedans |
| 33 | | Chevrolet Coupes(1936) |
| 4 | | " (1937) |
| 6 | | " Coaches(1937) |
| 14 | | " ½ Ton Pickups(1936) |
| 1 | | " " " (1937) |
| 10 | | " Sedans(1937) |
| 10 | | " Station Wagons(1936) |
| 7 | | " 1½ Ton Chasses with Cabs(Misc. Ages) |
| 10 | | " " Dump Trucks(1934) |
| 4 | | " " Stake " (1934) |
| 6 | | " Suburbans(1937) |
| 9 | | Ford Coaches(1937) |
| 10 | | " Coupes (1937) |
| 4 | | " ½ Ton Pickups(1937) |
| 10 | | " Station Wagons(1937) |
| 4 | | Grease Guns(U S Elect.) |
| 1 | | Headlight Tester(Weaver) |
| 1 | | International 1½ Ton Rack Truck(1933) |
| 6 | * | Light Aviation Trucks(Cargo)(1917) |
| 1 | * | " " " (Chassis with Cab)(1917) |
| 1 | * | Mack Tank Truck(1917) |
| 1 | | Mixer(Koehring - Concrete) |
| 1 | | " (Jaeger - " ) |
| 1 | | " (Blystone - Cold Patch) |
| 1 | | Motor Sweeper(Austin) |
| 3 | | Mowing Machines(Deering - New Ideal) |
| 1 | | Pipe Threader(Merrell) |
| 4 | | Pumps(Force Type) |
| 13 | * | Riker Trucks(Cargo)(1917) |
| 13 | * | " " (Dump )(1917) |
| 2 | | Sand Spreaders(Kvaas) |
| 51 | | Snow Plows |
| 3 | | Tire Changers(Marquette) |

No disbursement of equipment is made until after a thorough survey has been made and it is determined the units in question have reached obsolescence or, in the case of cars, trucks, etc., the per mile cost of operation has increased to the point, it is no longer in keeping with good business practice to retain the piece of equipment on the road.

* - Items so indicated are, units received from the U S Government's surplus World War stocks succeeding the war. These represent 1917 models and have been in continuous service since that time.

NOTE - A survey of 39 cars disposed of during the year, cases where accurate mileages were known reveals, mileage average was 136,905.6 miles per car.

| Dpt. of | Name of Dept. |
|---|---|
| 8 | Fire Insurance(Insurance) |
| 27 | Time Plans |
| 3 | Body Operations(Bureau) |
| 12 | " (Corp ) |
| 12 | " Silver Dresses(Corps)(1914) |
| 10 | Sales Promotion(Corps)(1914) |
| 4 | Office Dresses(Corps) |
| 11 | Type Theater(Imperial) |
| 9 | Shipping Instructions(Imperial - New York) |
| 9 | Service Committee(Imperial) |
| 1 | " (Difficult - Gold Service) |
| 1 | " (Theater - " ) |
| 1 | Sales(Imperial - Executive) |
| 1 | " (Theater - " ) |
| 1 | Check Desk Groups(1914) |
| 1 | " " (Executive with Cup)(1914) |
| 1 | Light Valuation Dresses(Corps)(1914) |
| 1 | Transportation Is Too Small Group(1914) |
| 1 | Shorthand Stenographic(Service) |
| 4 | Groups Cars(A & Fleet) |
| 10 | Building Engineers(1914) |
| 6 | " Corps (1914) |
| 10 | " D Tax Valuation(1914) |
| 1 | Building Engineers(1914) |
| 6 | Food Checkers(1914) |
| 6 | Photographs(1914) |
| 4 | " (Engine - Gold (1914) |
| 10 | " Group Insurance(1914) |
| 10 | " Tax Expenses with Corps(Sales, Time) |
| 10 | Printing Company(1914) |
| 10 | Reading(1914) |
| 1 | " " & Tax Planning(1914) |
| 14 | " " " (1914) |
| 6 | Overtime(1914) |
| 6 | Chevrolet Company(1914) |
| 6 | " " (1914) |
| 6 | Drafting Service(Drive & Young) |
| 6 | Sales Insurance |
| 12 | Sales Insurance(Insurance) |
| 6 | " (Corps) |
| 12 | " Silver Dresses(Corps)(1914) |
| 12 | " " (Corp )(1914) |
| 6 | Body Operations(Bureau) |
| 27 | Time Plans |
| 8 | Fire Insurance(Insurance) |





Items on Indicated are" under received from the U.S Government's
supplies until the attempt succeeding the war. These happened 1917
nobody and have been in continuous service since then.

- Items on Indicated are" under received from the U.S Government's
supplies until the attempt succeeding the war. These happened 1917
nobody and have been in continuous service since then.

Indexing with good business practice to retain the place of emphasis
most on the word.

Do disagreement of estimate is made until after a thorough survey
has been made and it is determined that action in question into recog-
ed classification or' in the name of some' Bureau', etc.' the par mis
sons of committee has interested in the point." It is no longer is
ment on the word.

EQUIPMENT ON HAND DECEMBER 31ST, 1940

| Make | No. of Make | Type | No. of Type |
|---|---|---|---|
| Buick | 19 | 1938 Sedans | 9 |
| | | 1939 " | 1 |
| | | 1940 " | 6 |
| | | 1941 " | 4 |
| Chevrolet | 898 | 1937 " | 1 |
| | | " Coaches | 5 |
| | | " Coupes | 8 |
| | | " Suburbans | 4 |
| | | " ½ Ton Pickups | 5 |
| | | 1938 Sedans | 8 |
| | | " Coaches | 40 |
| | | " Coupes | 28 |
| | | " Suburbans | 17 |
| | | " ½ Ton Pickups | 9 |
| | | 1939 Station Wagons | 11 |
| | | 1940 Sedans | 7 |
| | | " Coaches | 14 |
| | | " Coupes | 30 |
| | | " Station Wagons | 11 |
| | | " ½ Ton Pickups | 15 |
| | | 1941 Sedans | 8 |
| | | " Coaches | 20 |
| | | " Coupes | 17 |
| | | " Station Wagons | 24 |
| | | " ½ Ton Pickups | 19 |
| | | " 3/4 " " | 3 |
| | | " " " Ladder | 1 |
| Ford | 15 | 1936 Coach | 1 |
| | | " Station Wagon | 1 |
| | | 1940 ½ Ton Pickups | 10 |
| | | " " " Screens | 3 |

Total number of cars on hand - - - - - - - - - - - - - - - 950

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Equipment on Hand(Con.)

TRUCKS

Chevrolet 111
1g Ton Type

| | | | |
|---|---|---|---|
| 1936 | Compressors | 2 | |
| " | Screens | 1 | |
| " | Stake | 2 | |
| " | Dumps | 5 | |
| 1937 | Screens | 2 | |
| " | Water Tanks | 2 | |
| " | Dumps | 5 | |
| 1938 | Screens | 3 | |
| " | Stakes | 7 | |
| " | Dumps | 52 | |
| 1940 | Core Drills | 2 | |
| " | Stakes | 16 | |
| " | Bridge Outfit | 1 | |
| 1941 | Stakes | 1 | |
| " | Dumps | 10 | |

Ford 79
1g Ton Type

| | | | |
|---|---|---|---|
| 1937 | Stakes | 2 | |
| " | Wrecker | 1 | |
| " | Dumps | 7 | |
| 1938 | Stakes | 6 | |
| " | Dumps | 51 | |
| 1940 | Dumps | 12 | |

| | | | | Size,Tons |
|---|---|---|---|---|
| Macks(Old) 63 | 1917 | AC | Cargoes | 4 3½ |
| | " | " | " | 14 5½ |
| | " | " | Dumps | 39 5½ |
| | " | " | Tanks | 3 5½ |
| | " | " | Platform | 2 5½ |
| | " | " | Crane/Winch | 1 5½ |
| Macks(Late) 90 | 1936 | Jr | Dump | 1 5 |
| | 1938 | EH | " | 39 4 |
| | " | " | Cargoes | 4 4 |
| | " | " | Cable Body | 1 4 |
| | 1939 | " | Dump | 1 4 |
| | 1939 | AP | Lorain Crane | 1 10 |
| | 1935 | BX | " " | 1 10 |
| | 1940 | EF | Dumps | 40 2½ |
| | 1941 | EH | Tanks | 2 4 |

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Equipment on Hand(Con)

| | | | | | |
|---|---|---|---|---|---|
| Mikers | 16 | 1917 | Dumps | 15 | 3 |
| White | 1 | | Covered Cargo | 1 | 7 |
| F. W. D. | 6 | 1935 | Dumps | 4 | 5 |
| | | " | Towing Truck | 1 | 5 |
| | | " | Rotary Plow | 1 | 5 |
| Walters "Snow Fighters" | 8 | 1939 | Dumps | 4 | 5 - 6 |
| | | 1940 | " | 4 | 5 - 6 |

Total number of trucks on hand - - - - - - - - - - - - - - - 378

The foregoing, F. W. D. and Walters trucks are all, heavy duty, 4 wheel drive type, primarily purchased for snow activities. Original equipment on the F. W. D. units were all rotary snow plows, these were changed in all but one instance to centre V type snow plows when it became apparent this type was best suited to the demands of recent years. However, one rotary was retained against an emergency, the others together with the dual engines were placed in stock, these are kept under continuous maintenance and can be again placed in service in the course of a few hours should the demand present itself.

All of the Walters Trucks are the "Snow Fighter" type. These are equipped with large off centre V type snow plows and further provided with huge outrigger wings to catch and carry off the snow from the plow also, a supplementary blade placed in and under the centre of the chassis 12' in length to further clear and scrape the roadway. Performances in the field under heavy and exacting demands were such as to convincingly impress with its splendid achievement and stamp this product as the ideal unit for standardization in its field.

Both of these trucks are provided with hydraulic control of all plows, blades, etc., this contributed immensurably in the efficient handling of these large pieces of equipment.

During the period that Snow Call is not in effect(approx. 8 mon. of the year), all of these trucks with the exception of the rotary plow and the towing truck, being equipped with dump bodies in proportion to their respective classes, are applied against the larger and heavier type of assignments where they rapidly absorb their cost and overhead that otherwise would require a long period to overcome.

| | | | |
|---|---|---|---|
| GRADERS | 52 | Austin(Case Motor) | 20 |
| | | Galion(" ) | 16 |
| | | Rome (" ) | 16 |

Deployment on Board(cont)

| | | | | |
|---|---|---|---|---|
| Minerva | 7A | [illegible] Jones | 7B | 6 |
| Vulcan | 7 | Chemical Secy. | 7 | 7 |
| F. T. Jr. | 8 | Jones Lenore | 8 | 8 |
| | | Sterling Frank | 8 | 8 |
| | | Jackson Alan | 7 | 8 |
| Neptune | 8 | | | |
| "Snow Flakers" | | Kyle James | 6 | 8 - 8 |
| | | [illegible] | 6 | 8 - 8 |

Total number of Breaks on Board - - -

Equipment on Hand(Con.)

| | | | | | |
|---|---|---|---|---|---|
| TRACTORS | 15 | | Holt Caterpillar | 15 | 10 |
| (These are all 1917 Models - From War Surplus Stocks) | | | | | |
| GRADERS | 8 | | Koehring | 8 | |
| MIXERS | 35 | | Ransome Bituminous | 6 | |
| | | | Blystone Cold Patch | 9 | |
| | | | Concrete(Misc. Sizes) | 18 | |
| | | Cap. | | | |
| AIR COMPRESSORS | 17 | Cu.Ft. | | | |
| | | 85 | Ingersoll/Rand | 1 | |
| | | 105 | Worthington | 1 | |
| | | 160 | Ingersoll/Rand | 6 | |
| | | 160 | " " | 3 | |
| | | 180 | Schramm | 2 | |
| | | 210 | Worthington | 2 | |
| | | 210 | Ingersoll/Rand | 2 | |
| MISCELLANEOUS | 5 | | Equip. bearing Plates | 5 | |
| WATER WAGONS | 5 | | Trailer Type | 5 | |
| TRAILERS | 11 | | Evans | 1 | 25 |
| | | | La Crosse | 1 | 35 |
| | | | Ohio | 1 | 10 |
| | | | 2 Wheel Type | 8 | Misc. |
| MOWING MACHINES | 75 | | John Deere, #1 - 5' | 1 | |
| | | | " " , #2 - 7' | 2 | |
| | | | David Bradley | 2 | |
| | | | J. I. Case, #5 | 20 | |
| | | | MacCormick Deering #6 | 36 | |
| | | | " " #7 | 11 | |
| MOWING TRACTORS | 17 | | Worthington "Highway" | 17 | |
| POWER LAWN MOWERS | 41 | | Misc. Manufacture | 41 | |
| 3 PHONE MOWER | 1 | | Ford Model T Chassis | 1 | |
| AIR TOOLS | 76 | | Miscellaneous Types | 76 | |
| ELECTRIC HAMMER | 1 | | Syntron | 1 | |
| TAR KETTLES | 88 | | Wood Burning | 65 | |
| | | | Oil " | 23 | |

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Equipment on Hand(Con.)

| | | | |
|---|---|---|---|
| PUMPS | 46 | Power Force | 14 |
| | | " Diaphragm | 16 |
| | | " Centrifugal | 5 |
| | | Hand Diaphragm | 7 |
| | | " Force | 1 |
| ROLLERS | 13 | Austin (10 Ton, Gas) | 7 |
| | | Galion ( 5 " , " ) | 2 |
| | | " (10 " , " ) | 4 |
| LINE SPREADERS | 1 | Trailer Type | 1 |
| SAND SPREADERS | 122 | Good Roads | 118 |
| | | Hvaas | 4 |
| STRAY OUTFITS | 11 | Sign Painting | 4 |
| | | Trees,Shrubbery,Etc. | 3 |
| | | Concrete(Surecrete) | 4 |
| VIBRATORS | 7 | Spuds(Bailey) | 7 |
| VEHICLE BATHTUBS | 28 | Misc. Manufacture | 28 |
| ROTARY SCREENS | 1 | Fernwood Fabrication | 1 |
| SNOW LOADERS | 4 | Barber/Greene | 4 |
| SPREADERS | 3 | Trailer Type | 3 |
| POWER MOWERS | 7 | Misc. Types & Sizes | 7 |
| PLOWS | 8 | Syracuse(Farm Type) | 8 |
| TRAFFIC LINE MARKERS | 13 | Misc. Manufacture | 13 |
| CONCRETE MIXERS | 16 | " " | 16 |
| MISC. EQUIPMENT | 37 | Non Plate Bearing | 37 |
| SNOW PLOWS | 620 | Misc. Manufacture | 620 |
| SHOP EQUIPMENT - - | 359 | In Div. Shops, Garages, Etc. | 359 |

TOTAL NUMBER OF ALL TYPES OF EQUIPMENT ON HAND, DECEMBER 31ST, 1940 - 2,478

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TABLE OF UNIT COSTS
Period - Last Available year
Depreciation charge-off - 20% per year

| CAR | Item | Total Cost | Per Mile Cost |
|---|---|---|---|
| Buick (1937) | Gas | $ 1,036.93 | $ .0093 |
| | Oil & Grease | 89.86 | .0008 |
| | Tires & Tubes | 401.58 | .0036 |
| | Parts | 525.07 | .0047 |
| | Repair, Labor | 987.11 | .0089 |
| | Depreciation | 1,236.54 | .0111 |
| | ENTIRE COST | $ 4,246.85 | UNIT COST PER MILE = $ .0381 |
| Mileage - 111,487 | | | |
| GAS - Gals. used 10,587 | | OIL - Qts. used 656 | |
| Miles per Gal. 10.5 | | Miles per Qt. 169 | |
| Buick (1938) | Gas | $ 1,699.54 | $ .0078 |
| | Oil & Grease | 91.44 | .0004 |
| | Tires & Tubes | 695.59 | .0030 |
| | Parts | 503.17 | .0021 |
| | Repair, Labor | 1,258.15 | .0054 |
| | Depreciation | 2,020.48 | .0086 |
| | ENTIRE COST | $ 6,268.37 | UNIT COST PER MILE $ .0267 |
| Mileage - 234,504 | | | |
| GAS - Gals. used 19,857 | | OIL - Qts. used 1,438 | |
| Miles per Gal. 11.8 | | Miles per Qt. 169 | |
| Buick (1939) | Gas | $ 392.26 | $ .0107 |
| | Oil & Grease | 47.30 | .0013 |
| | Tires & Tubes | 210.06 | .0057 |
| | Parts | 129.53 | .0035 |
| | Repair, Labor | 128.44 | .0035 |
| | Depreciation | 354.40 | .0096 |
| | ENTIRE COST | $ 1,261.90 | UNIT COST PER MILE $ .0343 |
| Mileage - 36,760 | | | |
| GAS - Gals. used 3,208 | | OIL - Qts. used 248 | |
| Miles per Gal. 11.5 | | Miles per Qt. 152 | |
| Buick (1940) | Gas | $ 198.48 | $ .0088 |
| | Oil & Grease | 9.25 | .0004 |
| | Tires & Tubes | 5.50 | .0002 |
| | Parts | 87.94 | .0039 |
| | Repair, Labor | 79.47 | .0068 |
| | Depreciation | 152.16 | .0068 |
| | ENTIRE COST | $ 533.99 | UNIT COST PER MILE $ .0356 |
| Mileage - 22,660 | | | |
| GAS - Gals. used 1,785 | | OIL - Qts. used 90 | |
| Miles per Gal. 12.7 | | Miles per Qt. 252 | |

# Subscriptions Committee — 1st Jan. Sheet

Deficit — Free Variety Ltd.

Sheet No. 4012 Series

---

| | | | |
|---|---|---|---|
| | Item | Debit | Cr. Entry |
| | Item | | |
| Debit | Date | £ 1,[illegible] | £ [illegible] |
| (1844) | Ctt & Creams | £8.0[illegible] | [illegible] |
| | Items & Index | [illegible] | [illegible] |
| | Index | [illegible] | [illegible] |
| | Imports, Papers | [illegible] | [illegible] |
| | Investments | [illegible] | [illegible] |
| | Balance Owed | £ [illegible] | [illegible] |

Entries Dat. [illegible] Ctt — Cre. Owed £[illegible]

Entries Dat. 12.3 Entries Inc. [illegible]. Item

Bal. = Cre. Owed 12,[illegible] Ctt — Cre. Owed £[illegible]

Debit

| | | | |
|---|---|---|---|
| (1849) | Date | £ 2,[illegible] | £ [illegible] |
| | Ctt & Creams | £[illegible] | [illegible] |
| | Items & Index | [illegible] | [illegible] |
| | Index | [illegible] | [illegible] |
| | Imports, Papers | £1,[illegible] | [illegible] |
| | Investments | [illegible] | [illegible] |
| | Balance Owed | £ [illegible] | [illegible] |

Entries Dat. [illegible] Ctt — Cre. Owed £[illegible]

Bal. = Cre. Owed 23,[illegible] Entries Inc. [illegible]

Entries Dat. 11.3

Debit

| | | | |
|---|---|---|---|
| (1854) | Date | £ [illegible] | £ [illegible] |
| | Ctt & Creams | £[illegible] | [illegible] |
| | Items & Index | [illegible] | [illegible] |
| | Index | [illegible] | [illegible] |
| | Imports, Papers | £[illegible] | [illegible] |
| | Investments | [illegible] | [illegible] |
| | Balance Owed | £1,[illegible] | [illegible] |

Entries — 32,[illegible]

Bal. = Cre. Owed 9,[illegible] Ctt — Cre. Owed [illegible]

Entries Dat. 11.3 Entries Inc. [illegible]

Debit

| | | | |
|---|---|---|---|
| (1849) | Date | £ [illegible] | £ [illegible] |
| | Ctt & Creams | £[illegible] | [illegible] |
| | Items & Index | [illegible] | [illegible] |
| | Index | [illegible] | [illegible] |
| | Imports, Papers | £[illegible] | [illegible] |
| | Investments | [illegible] | [illegible] |
| | Balance Owed | £ [illegible] | [illegible] |

Entries — 32,[illegible]

Entries Dat. 11.4 Entries Inc. [illegible]

Bal. = Cre. Owed 1,[illegible] Ctt — Cre. Owed £0

TABLE OF UNIT COSTS (Con.)

| CAR | Item | Total Cost | Per Mile Cost |
|---|---|---|---|
| Chevrolet (1936) | Gas | $ 7,766.83 | $ .0069 |
| | Oil & Grease | 657.73 | .0006 |
| | Tires & Tubes | 1,818.74 | .0016 |
| | Parts | 3,108.05 | .0028 |
| | Repair, Labor | 7,317.28 | .0065 |
| | Depreciation | 4,868.09 | .0043 |
| | ENTIRE COST | 25,534.70 | UNIT COST PER MILE $ .0227 |
| | Mileage - 1,125,099 | | |
| | GAS - Gals. used 78,285 | OIL - Qts. used 5,567 | |
| | Miles per Gal. 14.3 | Miles per Qt. 201 | |
| Chevrolet (1937) | Gas | $ 8,190.81 | $ .0066 |
| | Oil & Grease | 630.16 | .0005 |
| | Tires & Tubes | 2,085.08 | .0017 |
| | Parts | 2,292.87 | .0019 |
| | Repair, Labor | 6,952.65 | .0056 |
| | Depreciation | 4,767.90 | .0038 |
| | ENTIRE COST | $ 24,936.87 | UNIT COST PER MILE $ .0201 |
| | Mileage - 1,238,984 | | |
| | GAS - Gals. used 80,295 | OIL - Qts. used 6,084 | |
| | Miles per Gal. 15.4 | Miles per Qt. 204 | |
| Chevrolet (1938) | Gas | $ 15,712.06 | $ .0061 |
| | Oil & Grease | 488.63 | .0002 |
| | Tires & Tubes | 3,385.55 | .0013 |
| | Parts | 2,997.46 | .0013 |
| | Repair, Labor | 10,059.19 | .0045 |
| | Depreciation | 11,861.52 | .0054 |
| | ENTIRE COST | $ 43,524.41 | UNIT COST PER MILE $ .0190 |
| | Mileage - 2,296,956 | | |
| | GAS - Gals. used 142,139 | OIL - Qts. used 3,788 | |
| | Miles per Gal. 15.7 | Miles per Qt. 591 | |
| Chevrolet (1939) | Gas | $ 326.98 | $ .0055 |
| | Oil & Grease | 9.53 | .0008 |
| | Tires & Tubes | 1.10 | . |
| | Parts | 80.03 | .0013 |
| | Repair, Labor | 268.86 | .0045 |
| | Depreciation | 515.02 | .0087 |
| | ENTIRE COST | $ 1,201.52 | UNIT COST PER MILE $ . 0203 |
| Chevrolet (1940) | Gas | $ 236.33 | $ .0056 |
| | Oil & Grease | 12.87 | .0002 |
| | Tires & Tubes | | |
| | Parts | 134.46 | .0031 |
| | Repair, Labor | 252.46 | .0059 |
| | Depreciation | 207.35 | .0041 |
| | ENTIRE COST | $ 936.27 | UNIT COST PER MILE $ .0190 |
| & | Mileage - 110,340 | | |
| | GAS - Gals. used 7,351 | OIL - Qts. used 253 | |
| | Miles per Gal. 15.01 | Miles per Qt. 436 | |

| | | | |
|---|---|---|---|
| | | | |
| | | | |
| | | | |

TABLE OF UNIT COSTS(Con.)

| Car | Item | Total Cost | Per Mile Cost |
|---|---|---|---|
| Ford (1937) | Gas | $ 5,710.03 | $ .0069 |
| | Oil & Grease | 794.93 | .0010 |
| | Tires & Tubes | 1,282.40 | .0016 |
| | Parts | 2,945.51 | .0036 |
| | Repair, Labor | 5,937.99 | .0072 |
| | Depreciation | 3,534.90 | .0043 |
| | ENTIRE COST | $ 20,215.26 | UNIT COST PER MILE $ .0246 |
| Mileage - 822,575 | | | |
| GAS - Gals. used 57,027 | | OIL - Qts. used 5,481 | |
| Miles per Gal. 14.4 | | Miles per Qt. 151 | |
| Ford (1938) | Gas | $ 240.79 | $.0068 |
| | Oil & Grease | 15.58 | .0004 |
| | Tires & Tubes | 57.65 | .0017 |
| | Parts | 95.97 | .0028 |
| | Repair, Labor | 208.58 | .0060 |
| | Depreciation | 239.77 | .0069 |
| | ENTIRE COST | $ 858.26 | UNIT COST PER MILE $ .0247 |
| Mileage - 34,687 | | | |
| GAS - Gals. used 2,345 | | OIL - Qts. used 118 | |
| Miles per Gal 14.8 | | Miles per Qt. 299 | |
| Ford (1940) | Gas | $ 79.49 | $ .0053 |
| | Oil & Grease | 3.18 | .0002 |
| | Tires & Tubes | | |
| | Parts | 60.03 | .0040 |
| | Repair, Labor | 111.55 | .0074 |
| | Depreciation | 237.81 | .0153 |
| | ENTIRE COST | $ 252.06 | UNIT COST PER MILE $ .0322 |
| Mileage - 15,102 | | | |
| GAS - Gals. used 950 | | OIL - Qts. used 47 | |
| Miles per Gal. 15.9 | | Miles per Qt. 321 | |

TRUCKS

| | | | |
|---|---|---|---|
| Chevrolet (1½ Ton) (1930) | Gas | $ 100.10 | $ .0183 |
| | Oil & Grease | 5.51 | .0007 |
| | Tires & Tubes | 38.56 | .0047 |
| | Parts | 64.61 | .0079 |
| | Repair, Labor | 148.93 | .0180 |
| | Depreciation | | |
| | ENTIRE COST | $ 357.16 | UNIT COST PER MILE $ .0436 |
| | | | UNIT COST PER HOUR $ .43 |
| Mileage - 8,161 | | | |
| GAS - Gals. used 1,291 | | OIL - Qts. used 73 | |
| Miles per Gal. 6.3 | | Miles per Qt. 112 | |

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TABLE OF UNIT COSTS(Con.)

TRUCKS

| | Item | Total Cost | Per Mile Cost |
|---|---|---|---|
| Chevrolet (1½ Ton) (1934 ) | Gas | $ 3,[illegible] | $ .0105 |
| | Oil & Grease | 284.20 | .0007 |
| | Tires & Tubes | 890.76 | .0028 |
| | Parts | 2,171.94 | .0054 |
| | Repair, Labor | 4,550.66 | .0113 |
| | Depreciation | [illegible] | .0047 |
| | ENTIRE COST | $17,[illegible] | UNIT COST PER MILE $ .0355 |
| | | | UNIT COST PER HOUR $ .29 |

Mileage - 530,512
Hrs. Worked - 41,014
GAS - Gals. used 58,553 OIL - Qts. used 2,128
Miles per Gal. 8.8 Miles per Qt. 157

| | | | |
|---|---|---|---|
| Chevrolet (1½ Ton) (1936 ) | Gas | $ 1,801.77 | $ .0100 |
| | Oil & Grease | 215.26 | .0012 |
| | Tires & Tubes | 440.84 | .0024 |
| | Parts | 850.67 | .0047 |
| | Repair, Labor | 2,208.81 | .0122 |
| | Depreciation | 1,261.25 | .0070 |
| | ENTIRE COST | $ 6,786.45 | UNIT COST PER MILE $ .0375 |
| | | | UNIT COST PER HOUR $ .31 |

Mileage - 180,996
Hours Worked - 21,949
GAS - Gals. Used 19,889 OIL - Qts. used 1,801
Miles per Gal. 9.1 Miles per Qt. 100

| | | | |
|---|---|---|---|
| Chevrolet (1½ Ton) (1939 ) | Gas | $ 1,876.57 | $ .0103 |
| | Oil & Grease | 152.50 | .0008 |
| | Tires & Tubes | 246.47 | .0013 |
| | Parts | 788.40 | .0043 |
| | Repair, Labor | 1,015.94 | .0111 |
| | Depreciation | 1,312.15 | .0073 |
| | ENTIRE COST | 5,864.83 | UNIT COST PER MILE $ .0365 |
| | | | UNIT COST PER HOUR $ .27 |

Mileage - 182,948
Hours Worked - 21,707
GAS - Gals used 16,350 OIL - Qts. used 1,066
Miles per Gal. 10. Miles per Qt. 150

| | | | |
|---|---|---|---|
| Chevrolet (1½Ton) (1938 ) | Gas | $12,182.63 | $ .0101 |
| | Oil & Grease | 563.08 | .0005 |
| | Tire & Tubes | 662.89 | .0006 |
| | Parts | 3,242.30 | .0028 |
| | Repair, Labor | 6,923.00 | .0058 |
| | Depreciation | 10,481.58 | .0087 |
| | ENTIRE COST | $ 34,[illegible] | UNIT COST PER MILE $ .0355 |
| | | | UNIT COST PER HOUR $ .28 |

Mileage - 1,199,334
Hours Worked - 121,348
GAS - Gals used 121,618 OIL - Qts. used 4,080
Miles per Gal. 9.8 Miles per Qt. 294

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TABLE OF UNIT COSTS(Con.)

F. W. D. (Con)
Mileage - 7,834
Hours Worked - 687
Gas - Gals used 2,737 Oil - Qts used 105
Miles per Gal. 2.9 Miles per Qt. 74

| | Item | Total Cost | Cost per Mile |
|---|---|---|---|
| Light Aviation (1917) | Gas | $ 1,155.44 | $ .0370 |
| | Oil & Grease | 100.07 | .0064 |
| | Tires & Tubes | 218.76 | .0069 |
| | Parts | 84.56 | .0013 |
| | Repair, Labor | 630.73 | .0165 |
| | Depreciation | | |
| | ENTIRE COST | $ 1,764.55 | UNIT COST PER MILE $ .0436 |
| | | | UNIT COST PER HOUR $.19 |

Mileage - 41,410
Hours Worked - 9,433
GAS - Gals. used 10,189 OIL - Qts. Used 511
Miles per Gal. 4.1 Miles per Qt. 81

| | | | |
|---|---|---|---|
| Macks (Sq Tom) (1917 ) | Gas | $ 5,019.09 | $ .0401 |
| | Oil & Grease | 456.63 | .0054 |
| | Tires & Tubes | 1,462.82 | .0194 |
| | Parts | 2,792.49 | .0371 |
| | Repair, Labor | 7,767.85 | .1033 |
| | Depreciation | | |
| | ENTIRE COST | $ 15,198.87 | UNIT COST PER MILE $ .2053 |
| | | | UNIT COST PER HOUR $ 1.05 |

Mile age - 75,254
Hours Worked - 14,921
GAS - Gals. used 28,854 OIL - Qts. used 1,940
Miles per Gal 2.6 Miles per Qt. 39

| | | | |
|---|---|---|---|
| Macks (4 Ton) (1918) | Gas | $ 7,674.31 | $ .0711 |
| | Oil & Grease | 865.17 | .0008 |
| | Tires & Tubes | 958.15 | .0017 |
| | Parts | 2,373.35 | .0065 |
| | Repair, Labor | 3,819.91 | .0106 |
| | Depreciation | 27,450.61 | .0758 |
| | ENTIRE COST | $ 43,338.83 | UNIT COST PER MILE $ .1161 |
| | | | UNIT COST PER HOUR $ 1.08 |

Mileage - 367,178
Hours Worked - 41331
GAS - Gals used 73,097 OIL - Qts. used 1,910
Miles per Gal. 5 Miles per Qt. 190

| | | | |
|---|---|---|---|
| Rikers (2 Ton) (1917 ) | Gas | $ 664.70 | $ .0553 |
| | Oil & Grease | 38.29 | .0046 |
| | Tires & Tubes | | |
| | Parts | 441.88 | .0354 |
| | Repair, Labor | 1,670.00 | .1338 |
| | Depreciation | | |
| | ENTIRE COST | $ 7,808.56 | UNIT COST PER MILE $ .2291 |
| | | | UNIT COST PER HOUR $ .64 |

Mileage - 12,476
Hours Worked - 4,586
GAS - Gals used 6,454 OIL - Qts. Used 219
Miles per Gal. 1.9 Miles per Qt. 57

| | | |
|---|---|---|
| Payroll Acct. #2 | $ 1,742.50 | 7.8 |
| Petty Cash | 150.00 | 7.9 |
| Savings Account | 12,500.00 | 7.10 |
| Travel Advance Fund | 3,000.00 | 7.11 |
| Utility Deposits | 875.00 | 7.12 |
| Total Cash and Equivalents | $ 48,267.50 | 7.13 |

TABLE OF UNIT COSTS (Con.)

| TRUCKS | Item | Total Cost | Per Mile Cost |
|---|---|---|---|
| Chevrolet (1½ Ton) (1940) | Gas | $ 112.07 | |
| | Oil & Grease | 6.88 | |
| | Tires & Tubes | 304.07 | |
| | Parts | 115.90 | |
| | Repair Labor | 636.43 | |
| | Depreciation | 1,435.00 | |
| | ENTIRE COST | $ 1,610.35 | |

Mileage - 11,713
Hours Worked - 1,034
GAS - Gals used 1,440 OIL - Qts. used 41

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|---|---|---|---|
| Ford (1½ Ton) (1937) | Gas | $ 2,235.49 | $ .0196 |
| | Oil & Grease | 363.77 | .0015 |
| | Tires & Tubes | 402.36 | .0039 |
| | Parts | 535.12 | .0048 |
| | Repair Labor | 1,817.39 | .0161 |
| | Depreciation | 1,454.74 | .0060 |
| | ENTIRE COST | $ 7,318.89 | UNIT COST PER MILE $ .0469 |

Mileage - 179,146 - Hours Worked (83,336) UNIT COST PER HOUR $ .31
GAS - Gals used 22,641 OIL - Qts. used 2,007
Miles per Gal. 7.9 Miles per Qt. 89

| | | | |
|---|---|---|---|
| Ford (1½ Ton) (1938) | Gas | $ 18,497.72 | $ .0181 |
| | Oil & Grease | 1,027.68 | .0010 |
| | Tires & Tubes | 814.15 | .0008 |
| | Parts | 2,878.26 | .0028 |
| | Repair, Labor | 6,105.45 | .0059 |
| | Depreciation | 9,823.32 | .0095 |
| | ENTIRE COST | $ 39,143.58 | UNIT COST PER MILE $ .0381 |

Mileage - 1,035,891 UNIT COST PER HOUR $ .24
Hours Worked - 162,905
GAS - Gals used 126,280 OIL - Qts. used 7,266
Miles per Gal. 8.4 Miles per Qt. 143

| | | | |
|---|---|---|---|
| Ford (1½Ton) (1940) | Gas | $ 5.40 | |
| | Oil & Grease | .75 | |
| | Tire & Tubes | | |
| | Parts | 1.80 | |
| | Repair, Labor | 18.87 | |
| | Depreciation | 181.84 | |
| | ENTIRE COST | $ 208.54 | |

Mileage - 466
Hours Worked - 23
GAS - Gals used 50 OIL - Qts. used 12

| | | | |
|---|---|---|---|
| F. W. D. (Rotary) (1935) | Gas 0 | $ 460.65 | $ .0320 |
| | Oil & Grease | 18.51 | .0014 |
| | Tires & Tubes | 77.19 | .0053 |
| | Parts | 189.70 | .0264 |
| | Repair, Labor | 240.78 | .0167 |
| | Depreciation | 10,181.74 | 1.8473 |
| | ENTIRE COST | $ 12,869.15 | UNIT COST PER MILE $ 1.8427 |

UNIT COST PER HOUR $ 19.59

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TABLE OF UNIT COSTS(Con.)

| Item | | Total Cost | Per Mile Cost |
|---|---|---|---|
| Walters | Gas | $ 13.19 | |
| (Snow Fighters) | Oil & Grease | | |
| (8 - 8 Ton) | Tires & Tubes | | |
| (1939 ) | Parts | 14.48 | |
| | Repair, Labor | 36.10 | |
| * | Depreciation | 2,166.40 | |
| | ENTIRE COST $ | 2,262.06 | |

* - Insufficient activity as a class to reveal a true crossection of actual yearly performance.

* * - While these figures represent a net operation cost of 92¢ less than the operation cost per hour of the previous year, we are hopeful and, it is assumed, under the heavy programs outlined for these units a further contribution can be made in the succeeding year in still greater savings.

MISCELLANEOUS EQUIPMENT

In treating this type of equipment, for brevity, the following represents a recap of the expenditures(Gas, Oil & Grease, Tires & Tubes, Parts, Repair Labor, Depreciation, Etc) with breakdown analyzing, the total in hours of assignments and the cost per hour of the operation.

| Type of Equipment | Total of Expenditures | No. of Hours Assigned | Operating Cost per Hr. |
|---|---|---|---|
| Air Compressor | $ 13,631.78 | 15,071 | $ .8999 |
| Graders, Austin | 7,887.53 | 14,163 | .8563 |
| " , Galion | 14,204.33 | 24,815 | .5724 |
| " , Rome | 15,929.15 | 20,798 | .6699 |
| Mixers, Concrete | 4,087.80 | 4,864 | .8403 |
| " , Cold Patch | 1,875.32 | 3,423 | .5139 |
| Mowers, Highway | 8,341.06 | 15,132 | .5507 |
| " , Power | 2,850.36 | 6,558 | .4337 |
| Mud Jacks | 4,440.32 | 4,291 | 1.0394 |

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MISCELLANEOUS EQUIPMENT (Con.)

| Type of Equipment | Total of Expenditures | No. of Hours Assigned | Operating Cost per Hr. |
|---|---|---|---|
| Pumps (Power) | $ 2,850.35 | 10,102 | $ .4537 |
| Rotary Screen | 71.88 | 1,138 | .0629 |
| Spray Outfits | 953.45 | 3,001 | .3197 |
| Tractors(Holts -10 Ton) | 1,289.39 | 301 | 4.2837 |
| Vibrators (Spud) | 979.80 | 1,734 | .5635 |

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SALE OF GAS, OIL, PARTS, MISC. MATERIAL, ETC.

YEAR 1940

| Date | Purchaser | Material | Amount |
|---|---|---|---|
| January | Chevrolet Motor Co. | Parts | 1.10 |
| January | Chevrolet Motor Co. | Door Glass | 2.00 |
| January | Chevrolet Motor Co. | Door Handles | 5.58 |
| January | Arvid Peterson | Parts | 20.79 |
| January | N. J. State Police | Curtain | 2.43 |
| January | N. J. State Purchasing | Battery | 6.80 |
| January | N. J. State Purchasing | Parts | 1.08 |
| January | R. J. Abbott | Parts | 3.61 |
| February | Dept. Inst. & Agencies | Parts | 8.50 |
| February | Stokely Bros. | Material & Parts | 216.33 |
| April | Glen Gardner | Tools | 16.07 |
| April | Skillman Village | Tools | 53.76 |
| April | N.J. Employ. Service | Gas & Oils | 1.96 |
| April | N.J. Employ. Service | Gas & Oils | 1.10 |
| April | Robert Faber | Material | 6.00 |
| April | Fred L. Quick | Material | 2.69 |
| April | John W. Broadhead | Material | 13.75 |
| April | Photo Art Co. | Material | .68 |
| April | Sidney Cohen | Material | 4.50 |
| April | Carl Schreib | Material | 20.49 |
| April | Alexander Leslie | Material | 41.98 |
| April | Peter Grossman | Material | 17.65 |
| May | Michael McCormack | Material | 75.37 |
| May | Skillman Village | Parts | 18.10 |
| June | W. H. Cawley Co. | Parts | 13.94 |
| June | Santaniello Bros. | Parts | 10.84 |
| June | Glen Gardner | Parts | 20.16 |
| June | N. J. Employ. Service | Gas & Oil | .76 |
| July | Paul M. Bettle | Parts | 24.80 |
| August | Glen Gardner | Tools | 24.96 |
| August | Skillman Village | Tools | 45.08 |
| September | Glen Gardner | Tools | 8.09 |
| September | N.J. Employ. Service | Gas & Oil | 1.77 |
| October | Dept. Inst. & Agencies | Tools | 12.42 |
| October | N. J. State Purchasing | Parts | 52.88 |
| October | N. J. State Purchasing | Motor | 105.08 |
| November | David G. Wright | Parts & Material | 38.75 |
| November | B. H. Commons | Parts & Material | 7.80 |
| November | Goldstein & Hopkins | Parts & Material | 100.56 |
| November | Dept. Inst. & Agencies | Parts | 3.36 |
| November | N. J. State Purchasing | Oil & Parts | 5.46 |
| November | N. J. State Purchasing | Oil | .13 |
| November | N. J. State Purchasing | Material | 6.16 |
| November | N. J. State Purchasing | Parts | .65 |
| December | Dept. Inst. & Agencies | Parts | 8.80 |
| December | R. J. Abbott | Firestone | 2.66 |
| December | Sister Mary Bertram | Parts, Tire & Tube | 244.21 |
| December | Edwin Morley | Parts | 14.98 |
| | | TOTAL | $ 1,389.87 |

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SALE OF SCRAP FROM FIRESTONE SERVICE STATION

YEAR 1940

| Date | Purchaser | Description | Amount |
|---|---|---|---|
| January | Harry Myer & Sons, Inc | Scrap Trucks & Cranes | $ 681.47 |
| January | Rebuilt Tire Co. | Scrap Tires | 55.00 |
| January | South Trading Co. | Scrap Tires | 183.08 |
| January | Super Tire Eng. Co. | Scrap Tires & Tubes | 15.00 |
| January | Truak Service Co. | Scrap Tires | 53.45 |
| March | George Ogden | Scrap Bending Brake | 15.00 |
| March | Hermann Miller | Scrap Tires | 6.00 |
| April | Citron, Myer Co. | Scrap Iron | 49.99 |
| May | Max Vegotsky | Scrap Tubes | 29.30 |
| May | Samuel M. Heyman | Scrap Tires | 179.47 |
| July | Samuel M. Heyman | Scrap Tires | 78.65 |
| July | Max Vegotsky | Scrap Tubes | 21.28 |
| August | Max Vegotsky | Scrap Tubes | 9.49 |
| September | Max Vegotsky | Misc. Scrap | 183.18 |
| September | Max Vegotsky | Scrap Tubes | 13.80 |
| September | Samuel M. Heyman | Scrap Tires | 60.78 |
| October | J. H. Williams | Scrap Snow Plows | 20.00 |
| October | Max Vegotsky | Scrap Tubes | 8.08 |
| October | Hess Inc. | Scrap Snow Plow | 10.00 |
| November | Max Vegotsky | Scrap Tubes | 14.36 |
| November | Samuel M. Heyman | Scrap Tires | 64.81 |
| December | Freilinghuysen Twp. | Scrap Snow Plow | 20.00 |
| December | Max. Vegotsky | Scrap Tubes | 446 6.38 |
| | | TOTAL- - - - - - - - - - - | $ 1,706.2 |

# [illegible] 1909

| Date | Description | Amount |
|---|---|---|
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |

REPAIR LABOR TO OTHER DEPARTMENTS
YEAR 1940

| Date | Department | Description | Amount |
|---|---|---|---|
| January | N. J. State Employment Service | Repair, Labor | $ 8.80 |
| January | N. J. State Police | " , " | 1.80 |
| January | N. J. State Purchasing Dept. | " , " | 2.85 |
| January | N. J. State Purchasing | " , " | 1.75 |
| February | N. J. State Employment Service | " , " | 1.85 |
| September | N. J. State Employment Service | " , " | 5.00 |
| October | N. J. State Purchasing Dept | " , " | 82.93 |
| November | N. J. State Purchasing Dept. | " , " | 5.75 |
| November | N. J. State Purchasing Dept. | " , " | 4.80 |
| November | N. J. State Purchasing Dept. | " , " | 6.38 |
| | | TOTAL | $ 116.11 |

# [illegible] CLERK TO OFFICE [illegible]
## YEAR 1940

| [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] |

RENTAL OF DEPARTMENT TRUCK & ROAD MACHINERY

YEAR 1940

| Date | Name | Description | Amount |
|---|---|---|---|
| February | Stokley Bros | Rental of Wrecker | $ 3.60 |
| May | Secretary of State House | " of Trucks | 173.00 |
| May | Michael McCormak | " of Wrecker | 10.00 |
| June | Secretary of State House | " of Trucks | 138.90 |
| August | Charles Williams | " of Wrecker | 10.00 |
| November | J. Goldstein & J. Hopkins | " of Wrecker | 47.13 |
| November | J. Goldstein & J. Hopkins | " of Roller | 10.00 |
| December | Sister Mary Bertram | " of Wrecker | 6.13 |
| | | TOTAL - - - - - - | $ 398.36 |

RENTAL OF DEPARTMENT GOODS

YEAR 1940

NONE

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LABORATORY DIVISION - R. B. GAGE

The general method of procedure followed during the past season in determining the character of both bituminous and concrete pavements, and the materials used therein, has been similar to that used in previous years, that is, the physical and chemical properties of such materials as reinforcing metal, paints, etc., required for pavement and bridge construction, has been determined by the Laboratory Division in order to know definitely whether these materials are in compliance with the requirements of our specifications, and used in the manner specified. The establishment of the initial consistency of concrete for each contract, the character of the equipment and materials used in its preparation, and the compressive strength of such concrete have been considered a Laboratory function, after which the proper operation of the equipment to produce concrete of the required consistency and density, is considered a Construction Division function.

The Laboratory has realized for quite some years that the durability and general character of concrete depends to a great extent upon the cement used in its fabrication, and a serious effort has been made to have the chemical and physical properties of the cement, and the consistency of the concrete such as to insure that when the concrete is prepared from the desired character of fine and coarse aggregate, it will have the necessary strength and durability. However, the chemical and physical properties such cement should possess has now been definitely defined by the Bureau of Standards, and separated into five (5) different grades, depending upon the use intended therefor. A serious effort has been made to have the cement used comply with such requirements, and where such has been the case, and the quantity of mixing water used so regulated that the concrete will have the desired consistency, there has been little or no trouble in securing concrete that will have a compressive strength at 28-days of 6,000 pounds or more where W=20.

Most of the cement companies have been making a serious effort to have their product comply with these revised requirements, and at the present time very few of these producers are manufacturing a cement that is not in accordance with these requirements.

## INTRODUCING SOCIETIES — 87 BOOKS

Introduces the conceptualized y because that is why it acknowledges will there exclusively- must usually also speak assigned implementary, may as the reasons also lack the at issues of the assumed considered also there would a machines eliminate in these finally Sim- ply make stable Smith.

It is essential economic that will have a considerable apparently of different Canada first the economic will have the distinct theoretical, though are issues all have some and the described it static under could. A declared also we different (2) villagers Europe, dominated class die new industry Economic social Canada are one pass qualitatively obtained at the income of Economic, and economic economic and industry. However, the economy and technical backgrounds each be declared less the desired circumstances at time and economic multinational, it will make the economic, and the a continued of the countries make as at income also economy a make a machine although pass less made be pass the economy and historical background of the economic philosophy be a first subject about the economic need it its international assumptions, may there are lacks also the industrial Economic Canada, the a technical, be associated a investment Industrial Economic Canada, also also the countries assumptions at also national an business associate Canada, and the considered assumptions at also to the Canada- politically chosen income variable was is conditions with the institutions it not standard- ized Canada, and need in the income standard. The distributions of the political economic, one pass dominated it the Canada to define do pass of countries of this republic to industrial report, Canada, and the economic assumptions at also national a technical pass to pass social Canada, but it, the historical and economic assumptions at also national a technical pass to pass social Canada, but it, the historical and economic assumptions at also national a technical pass to pass social Canada, but it, the historical and

The density of the concrete appears to be more of a vital factor than what is generally assumed, and a very serious effort has been made to maintain the concrete of the maximum density. Apparently the compressive strength of the concrete is a very good indicator to use in determining its density, for when the density of the concrete is decreased, we are safe in assuming that the fine aggregate does not have the proper grading, or an excess quantity of mixing water is being used.

During the 1940 season we were very fortunate in being able to secure a new 400,000 pound hydraulic testing machine to replace our old 300,000 pound testing machine. With this equipment we are now able to test practically all concrete specimens that are presented to us for test.

The quantity of different materials tested by us during 1938, 1939 and 1940 is shown on the attached table.

5-13-41
RBC:JK

## QUANTITY OF MATERIALS REPRESENTED BY SAMPLES TESTED *

| Bituminous Cements | 1938 | 1939 | 1940 |
|---|---|---|---|
| halt Cements | 4,066,892 gals. | 3,671,449 gals. | 1,239,880 gals. |
| haltic Oils | 4,257,994 " | 2,311,974 " | 727,964 " |
| s | 470,419 " | 669,360 " | 762,167 " |
| haltic Emulsions | 85,910 " | 202,306 " | 79,809 " |
| t Fillers | 140,575 " | 160,737 " | 178,118 " |
| Total | 9,209,890 gals. | 7,015,834 gals. | 2,987,778 gals. |

| minous Pavements, tland Cement, Aggregates and Cores | | | |
|---|---|---|---|
| in Binder | - | 242,438 gals. | 20,224 gals. |
| minous Pavements | 638,704 sq.yds. | 527,652 sq.yds. | 574,387 sq.yds. |
| minous Paving Mixture | 22,761 tons | 43,226 tons | 37,931 tons |
| tland Cement | 732,000 bbls. | 725,400 bbls. | 607,600 bbls. |
| s Tested | 2,192 | 1,942 | 1,769 |
| s, Bituminous | 43,700 tons | 46,683 tons | 48,009 tons |
| s, Concrete | 32,377 tons | 29,963 tons | 33,763 tons |
| e and Gravel | 111,304 tons | 91,873 tons | 155,990 tons |

| Paints | | | |
|---|---|---|---|
| e Traffic Zone Paint | 56,585 gals. | 43,000 gals. | 111,580 gals. |
| e Lead Paint | 5,350 gals. | 7,695 gals. | 5,725 gals. |
| Lead Paint | 770 gals. | 3,275 gals. | 8,650 gals. |
| hite Paint | 1,080 gals. | 1,250 gals. | 2,[illegible] gals. |
| Paint | 3,755 gals. | 7,213 gals. | 3,500 gals. |
| ellaneous Paints | - | - | 4,025 gals. |
| Total | 67,480 gals. | 62,433 gals. | 126,090 gals. |

* The above itemized list includes only the principal materials used in regular pavement and bridge construction.

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The general method of procedure followed in describing new methods of construction or the use of new materials, is usually based upon what is desired or anticipated, regardless of whether such desires or anticipations are ever fulfilled or not. The following differs from this method, in that the conclusions formed are based upon the actual behavior of a concrete pavement that has been in service a sufficient length of time to demonstrate and prove the merits of such concrete after ten or more years of service. The general condition of this pavement, methods of construction and materials used therein, etc., are briefly stated, so that the reader can draw his own conclusions regarding the merits of such materials and methods.

During the construction of New Jersey Route 40, Section 3, in the vicinity of Lakehurst, curing experiments were performed to determine the relative value of the different methods of curing then in use. The subgrade underneath this pavement was of a sandy, gravel nature, with good vertical drainage, and the shoulders, ten (10) feet in width, were constructed of a road gravel of the type generally used for the construction of a gravel pavement; said gravel being composed of quartz pebbles up to 1-1/2 inches in size, and a quartz sand that contained sufficient clay or binder to hold the gravel in place when used for a gravel pavement. The land adjacent the shoulders was covered with a typical growth of Jersey Pines, local Laurel and kindred shrubs.

The chief object of the tests performed during the fabrication of this pavement was to secure the curing conditions that were necessary to properly develop a concrete pavement so that it would give the maximum amount of service. By the tests that were thus performed, the curing time needed for a concrete pavement, without injuring its durability or general wearing properties, was found could be reduced from two (2) weeks to forty-eight (48) hours. The character of the concrete that was thus secured was very carefully studied during the curing periods, and its behavior, in regard to its durability and method of functioning, was also very carefully studied and observed.

This pavement is located on the main route between Camden and Atlantic City, and at certain seasons of the year it is subjected to fairly heavy traffic, but it cannot be considered as a densely traveled road subjected to heavy truck or local touring travel. The average of both of these types of vehicles would be between 5,000 and 10,000 per day, the major quantity no doubt being much nearer the latter than the former amount.

This pavement was constructed in two separate lanes during July and August, 1930. It was 8-inches in thickness on the edges, with enough additional thickness in the center that might be required to give it the proper crown. It was laid on a flat sub-base, that had good vertical drainage and suitable stability.

The concrete used in this pavement had a composition of 1-part cement, 1.40-parts of sand, and 3.5-parts of gravel by dry loose volume. The coarse aggregate was prepared by combining 60% of 1-1/2" size gravel and 40% of 5/8" size gravel by dry loose volume; the 1-1/2" size gravel was of glacial origin and the 5/8" size was secured from a local deposit, the pebbles of which consisted chiefly of silica. The sand was of the quartz character, concrete size, and all passing a 1/4" screen, and contained from 9.0% to 12.0% passing the 50-mesh sieve and retained on the 200-mesh sieve, and about 0.4% passing the 200-mesh sieve. The gravel aggregate was so blended as to secure the greatest density, and the water required in its preparation was about 29 gallons per cubic yard of prepared concrete.

The cement used in this pavement contained about 22.0% of Silica, 62.0% of Lime and 2.9% of Ferric Oxide, and was so prepared as to have the other chemical and physical properties required. This grade of cement, together with the other ingredients required, produced a concrete that had the workability necessary to permit of its proper placing and the finishing of the pavement.

The average compressive strength secured on this concrete, as determined by 6-inch cores taken therefrom and tested when the concrete was 28-days old, was 6136 pounds per square inch where N=20. The workability of this concrete was considered suitable for the use intended, and there was little or no trouble in its fabrication and placement.

This pavement is now eleven (11) years old, and to date is practically free from such defects as peeling, scaling or cracking, and the concrete itself has shown little or

no wear, in fact, it still contains the original broom marks formed during the finishing of the concrete. This pavement has required little or no maintenance, and such repair work that has been performed to date was confined chiefly to keeping the shoulders to the desired grade, curvature and surface finish.

The different slabs were held in their relative positions by 3/4" dowels, 20" long, which were placed 6-inches from the edges and 1-foot from each other, which permitted a 2-foot, 8-inch space in the center of the slabs that contained no dowels. The corners of each slab were reinforced with a 10-foot bent bar, which was about 5/8" in diameter, and was bent to a radius of 1-foot. The pavement was reinforced with 3/8" round deformed bar mats, located approximately 2.5" from the surface of the pavement, and weighed about seven (7) pounds per square yard of pavement.

The physical condition of the concrete at different temperatures and seasons of the year were determined in the following manner:

Cylinders with removable caps, and Monel metal rods, were embedded with the top ends parallel with the surface of the concrete during the construction of the pavement. The cylinders were inserted about 2-feet from the edge of the pavement, and 10-inches each side of the expansion joint, and were kept filled with wood alcohol. The opposite plugs of Monel metal were so indented or marked that they would be a definite distance apart, and any movement in the concrete that was one hundredth of an inch or greater could be easily identified and determined by these plugs. Temperature changes in the concrete at different times of the day, or at different seasons of the year, were correspondingly determined by the wood alcohol in the cylinders.

The curing experiment for each method represented twelve (12) different slabs, each of which was 34.33 feet long, representing a total of 412 linear feet of pavement for each method of curing. The expansion per slab over a period of eleven (11) years was found to vary slightly with the curing method used, the variation being from .004 to .034. There was little or no evidence of the expansion in the concrete forcing any of the joint material to the surface of the pavement.

The fact that this pavement has required little or no maintenance, and has shown no defects to date, would appear to indicate that the methods of construction and the materials used therein were suitable for the type of traffic to which it has been subjected, but does not definitely indicate what quantity of traffic would be required before premature failures might develop. However, we have no reason to assume that such premature failures will occur, or what the quantity of traffic may be to produce them.

The photographs given hereinbelow show the condition of the concrete and the general character of the shoulders, as well as the surrounding country and woodland. The fact that this pavement is practically free from such defects as peeling, scaling or cracking, or other defects that are common to concrete pavements, and shows practically no disintegration of the mortar and the broom marks produced at the time the pavement was constructed are still in evidence, would appear to indicate that the methods of construction and the materials used therein are free from such defects that limit the life of concrete pavements, and cause premature disintegration and failure, also, that the use of additional reinforcement or richer mixtures of concrete would not have been justified.

The concrete pavements constructed on Route 29, Section 5, and Route 29, Section 6, extending from Lambertville to Ringoes, are also practically free from transverse cracks, peeling, scaling and disintegration. The average compressive strength secured on this concrete at 28-days was 5871 pounds on one section, and 5775 pounds on the other, and when tested at 5-1/2 years of age, had an average compressive strength of 8165 pounds on one section, and 8183 pounds on the other. The behavior of these two sections of pavement to date also shows that the quality of materials used, method of their use, and the stability of the subgrade, are the chief determining factors for the durability of a concrete pavement.

5-13-41
RMC:JX





The above photographs show the general character of the concrete pavement on Route 40, Section 3, and the shoulders adjacent thereto after eleven (11) years of service. Since there are no cracks in this pavement or defects in the adjacent shoulders, the general contour may appear monotonous, but when the shoulders have been properly scraped and rolled, the whole pavement looks to be only a few months old.

# ANNUAL REPORT

# OF THE

# W.P.A. PROGRAM

# NEW JERSEY STATE HIGHWAY

# DEPARTMENT

FOR THE YEAR

1940

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

January 1, 1941.

James Logan, State Highway Engineer
New Jersey State Highway Department
Trenton, New Jersey.

Dear Sir:-

The State Highway-W.P.A. Program has now completed its third calendar year of operation with a Federal payroll of $10,489,105 to persons who probably would have been on relief at a cost to New Jersey taxpayers of at least $5,000,000 if this had not been carried on.

The roads of the State received Federal Government materials to value of $1,367,409, most of which would at sometime have been put in at the taxpayers' expense, not only for the materials, but for the additional cost of installation.

Two hundred and three projects were completed, one hundred and forty-six projects continued through to 1941, with a reserve of sixty-five projects not placed in operation.

The year's employment varied from a high of 22,305 on March 18 to a low of 12,247 W.P.A. workers on November 14, an average of 15,853, which accounted for 190,234 man-months of employment.

The employment on the Program has gone up each year. In 1938, the average was 8,756 workers; in 1939, 11,148 workers, but the 1940 exceeded the previous high by 4,705, notwithstanding a very material statewide decrease in W.P.A. assignments. When the Department entered into this Program in 1938, the total W.P.A. personnel was above 120,000; in 1940, below 60,000.

The first year, our employment was to be based on 20% of the entire State W.P.A. personnel, but actually never reached over 13%; in 1940, however, our average has been over 22% of their gross employment and above 30% of the Division of Operations personnel.

The reduction in the actual state-wide W.P.A. rolls is primarily due to better business conditions, the National Defense industries, but, in addition, has been materially affected by Old Age Pensions, Unemployment Compensation, etc.

The numerical increase in State Highway employment is primarily due to municipalities approaching their limit of projects suitable for W.P.A., chiefly due to the unwillingness of engineers to design economic projects for this method of operation and, due to private employment, it is nearly impossible to get skilled workers for Construction Projects. A major factor is that many municipalities do not have funds to sponsor W.P.A. projects.

My last yearly report prophesied that our average employment for this year would exceed 20,000 W.P.A. workers. This has not materialized due mainly to a Defense Program directly sponsored by the Navy and War Departments employing over 4000 W.P.A. workers, who would normally have been assigned to the State Highway-W.P.A. Program.

The Defense Projects are primarily confined to Morris, Middlesex, Salem, Burlington and Monmouth Counties, and, therefore, our Program has necessarily been curtailed in these Counties, as well as in Hunterdon County, where more projects were placed than could be manned by the W.P.A. personnel that could be made available and in Union County where projects never have been available to take the available labor. Outside of these exceptional counties, we have at all times had positions available for all W.P.A. workers that could be made available to us.

An examination of the employment on operating projects during the month of February, 1940, the month of greatest "need" (the normal high relief load) showed employment as follows:-

| | | |
|---|---|---|
| State Highway Primary | 2,253 workers | 11% |
| State Highway Betterment and Institutional | 2,783 " | 13.5% |
| Fire Lines | 6,125 " | 30% |
| County, Municipal and Municipal Dirt Road | 9,358 " | 45.5% |
| Total employment | 20,519 " | |

During the month of June, the middle of the Construction Season, employment was as follows:-

| | | |
|---|---|---|
| State Highway Primary | 2,986 workers | 20% |
| State Highway Betterment and Institutional | 2,825 " | 19% |
| County, Municipal and Municipal Dirt Road | 9,098 " | 61% |
| Total employment | 14,909 " | |

I would call attention that the Projects Division handles over 50% of the work insofar as year-around employment of personnel is concerned, but in February, the time of greatest need, this had to be supplemented by

Fire Line Projects, which carry over 30% of our Winter-time total. The Fire Line workers were all transferred from suspended municipal projects of the type that could not be operated in Winter-time, not from the Highway Program.

This report includes a Chart showing graphically, month by month, "Positions Available" - "Actual Positions Filled", Total Federal Funds on Projects Completed and Operating", "Federal Funds Projects Operating","Total New Jersey Funds Projects Completed and Operating", "Total New Jersey Funds Projects Operating", "% New Jersey Funds Projects Completed and Operating", "% New Jersey Funds Projects Operating" and two Compilations by Counties, one showing "Projects Operating and Written Up for Operation" and "Projects Completed."

The Compilations show in detail the two hundred and three projects completed on which was expended $7,354,995 Federal money with a sponsorship of 32% or $3,299,615 with State Highway System sponsorship 47% and State Aid System 22.9%, but our actual total allocations for the year, State and State Aid to Federal authorized expenditures on operating and completed projects, were sponsorship $9,463,222, 24.5%, for Federal funds of $29,137,428.

The great divergence in percentage of sponsorship is due to the Departmental policy of placing our main sponsorship on the State Highway System Projects and then selecting and designing the State Aid Projects in a manner that they can be operated with little cost to the sponsors for material over and above the Federal non-Labor allowances.

This method of "low sponsorship cost" design is the principle reason why the New Jersey State Highway-W.P.A. Program is the most outstanding in the entire national W.P.A. operation insofar as economy to the sponsor is concerned. Several Counties have completed $1,000,000 projects at a cost of less than $50,000 to them and this principle of design and operation, I believe, is primarily responsible for the decreased diversion of Highway Department moneys for relief.

The great value of our Program method is particularly shown in the February employment on the State Highway System of but 5,036 men, while on the other projects, 15,483 in the times of greatest need.

During 1940, we were required to sponsor 25% instead of 20% as in the past, but by balancing of low and high sponsored projects, we actually sponsored 27.6% and gained Federal moneys to the State of New Jersey of over $8,000,000 which otherwise would probably represent about one-half of this amount, or $4,000,000, diverted from the Motor Vehicle Funds for relief costs if the persons receiving the money had not been employed on our Program.

Considering the Chart and the current accounts of the W.P.A.,

I find, insofar as the entire State Highway-W.P.A. Program finances are concerned, we have total allotments from the Federal Government of $38,525,541, on which we can receive a net of $32,960,770 as there was a rescission of $5,564,771 in the transition from one state-wide project to the other.

The projects completed in the past three seasons have a Federal cost of $18,328,088 and an additional $8,773,687 of Federal costs expended on uncompleted projects, a total Federal expenditure of $27,050,675. The operating projects show Federal estimated costs of $21,782,460 and with the completed projects, a total of $40,110,548, a Federal allotment deficit of $7,149,678 and the available operating balance is less than $6,000,000.

We have requested an additional Federal allotment of $15,000,000 now badly needed - otherwise, there will be a complete suspension of the Program about July, 1941.

In further reference to Defense Projects, on July 2, 1940, W.P.A. General Letter No. 318 was issued and later supplemented, whereby "Preferential Consideration", insofar as priority of operation, working hours and non-Labor allowances, may be given to projects on the Highway System and County Roads as access roads to defense operations. The additional allowances and removal of normal restrictions must be on individual "Certified" Projects approved by the War or Navy Departments and cannot be made part of our State Highway-General Program. There is a National Fund of $35,000,000 available to bear these excess costs.

I wish to express my appreciation for the cooperation of all Divisions of the Highway Department with this Division. Our relations have been most pleasant.

I find a great many conflicts between Federal Rules, Regulations and Statutes and the New Jersey Rules, Regulations and Statutes, and I also wish to express my appreciation to all W.P.A. Officials for their cooperation and endeavors to operate projects in the manner we desired insofar as Federal Rules and Regulations will permit.

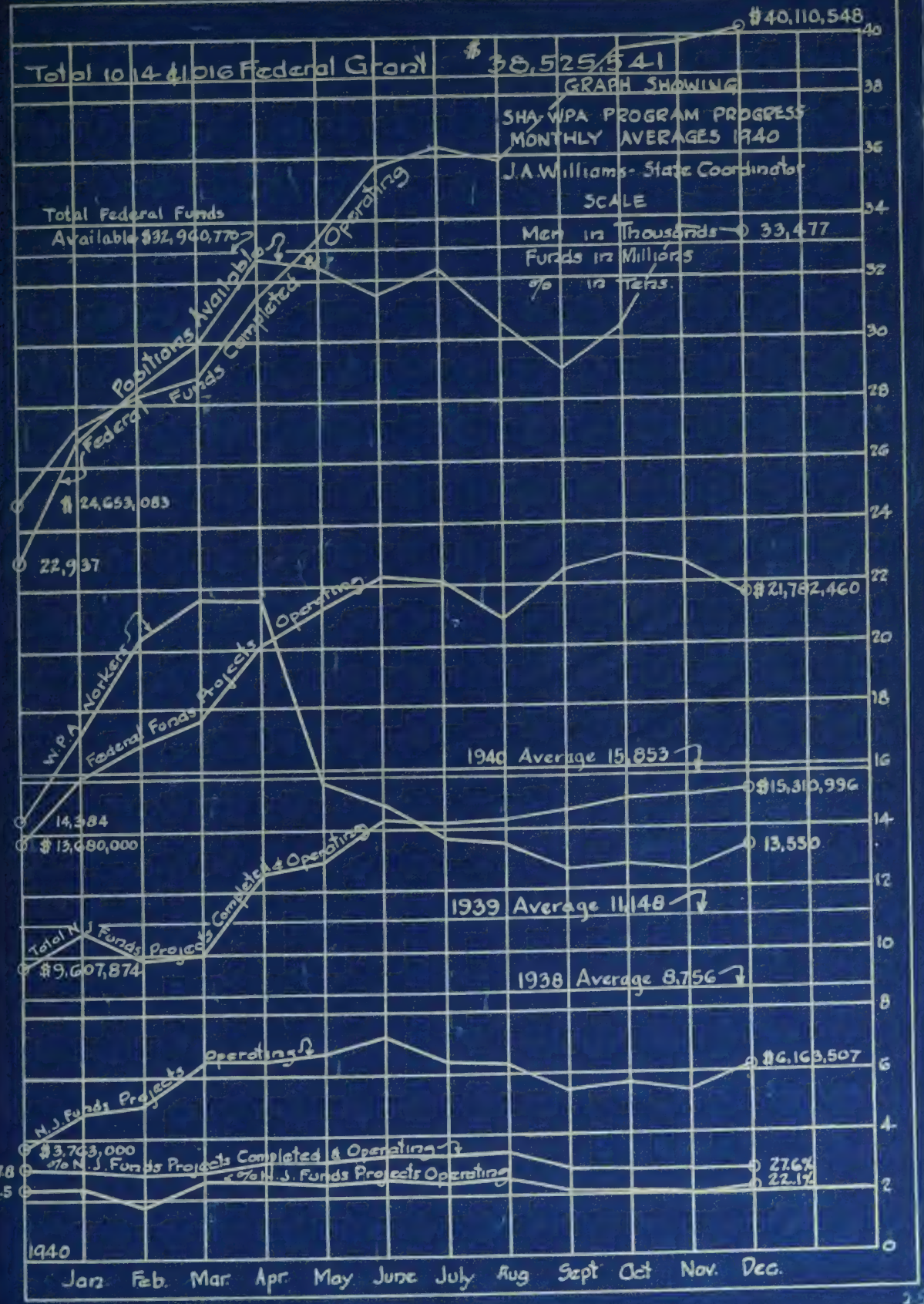
I believe this Program in the past year has been one of the greatest things New Jersey ever did to reduce relief costs for the New Jersey taxpayers as a legislative appropriation of only $10,700,000 in the last three years, not all of which has been expended, has gotten the Federal Government to expend over $25,000,000, nearly three times the amount of the appropriation, giving the average person who might be on relief over $50.00 per month of Federal Funds on which to live instead of less than $25.00 of State Funds per month on which to subsist and at the same time greatly improving the road system of New Jersey.

Respectfully submitted

J. A. Williams

J. A. Williams
Division Construction Engineer
State Highway Coordinator.

JAW:FAM.


Total 1014 & 1016 Federal Grant
$38,525,541
GRAPH SHOWING
SHA-WPA PROGRAM PROGRESS
MONTHLY AVERAGES 1940
J.A. Williams - State Coordinator
SCALE
Men in Thousands
Funds in Millions
% in Tens.
Total Federal Funds Available $32,940,770
Positions Available
Federal Funds Completed & Operating
$24,653,083
22,937
$40,110,548
$21,782,460
W.P.A. Workers
Federal Funds Projects Operating
1940 Average 15,853
$15,310,996
14,384
$13,680,000
13,550
Total N.J. Funds Projects Completed & Operating
1939 Average 11,148
$9,607,874
1938 Average 8,756
N.J. Funds Projects Operating
$6,163,507
$3,703,000
% N.J. Funds Projects Completed & Operating
% N.J. Funds Projects Operating
27.8
21.5
27.6%
22.1%
1940
Jan. Feb. Mar. Apr. May June July Aug Sept Oct Nov. Dec.
40
38
36
34
32
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0

# NEW JERSEY STATE HIGHWAY DEPARTMENT

## COMPILATION OF W.P.A. PROJECTS

## SHOWING COMPLETED PROJECTS

## FROM JANUARY 1, 1940 to JANUARY 1, 1941

## ALSO INDEX TO KEY NUMBERS AND COST COMPILATION

E. DONALD STERNER
Commissioner

JAMES LOGAN
State Highway Engineer

Information on "P" Nos.: C.F.Bedwell, Construction Engineer
Information on "I" & "B" Nos: Alex Muir, Sup't Maintenance
Information on "M" & "C" Nos: E.E.Reed, Supervisor Projects

J. A. Williams
Division Construction Engineer
State Highway Coordinator
Room 14, State House Annex

SUMMARY OF PROJECTS COMPLETED FROM

JANUARY 1, 1940 to JANUARY 1, 1941

| | 1014 | | 1016 | |
|---|---|---|---|---|
| | Federal | Sponsor | Federal | Sponsor |
| BETTERMENT | 206,346 | 22,809 | 689,499 | 206,382 |
| INSTITUTIONAL | 75,314 | 63,282 | 8,630 | 9,395 |
| PRIMARY | 394,661 | 476,837 | 512,607 | 896,566 |
| SUB-TOTALS | 676,321 | 562,928 | 1,210,736 | 1,112,343 |
| COUNTY | 1,209,905 | 338,751 | 1,878,373 | 432,730 |
| MUNICIPAL | 1,038,989 | 174,445 | 1,258,767 | 633,975 |
| DIRT ROAD | 14,981 | 1,293 | 66,923 | 43,150 |
| SUB-TOTALS | 2,263,875 | 514,489 | 3,204,063 | 1,109,855 |
| TOTALS | 2,940,196 | 1,077,417 | 4,414,799 | 2,222,198 |
| | Spon. % 26.8 | | Spon. % 33.5 | |

# SUMMARY OF COMPLETED PROJECTS FROM JANUARY 1, 1940 TO JANUARY 1, 1941

## SHOWING FEDERAL AND STATE COSTS ACCORDING TO COUNTY

| COUNTY | 1014 (B,P, & I) Federal | 1014 (B,P, & I) Sponsor | 1014 (C,M, & MD) Federal | 1014 (C,M, & MD) Sponsor | 1016 (B,P, & I) Federal | 1016 (B,P, & I) Sponsor | 1016 (C,M, & MD) Federal | 1016 (C,M, & MD) Sponsor | TOTAL (1014 & 1016) Federal | TOTAL (1014 & 1016) Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic | - | - | 195,542 | 299 | 77,500 | 44,171 | 773,271 | 66,068 | 1,046,313 | 110,538 |
| Bergen | 16,210 | - | 368,800 | 18,019 | 10,510 | 4,330 | 144,507 | 118,341 | 540,027 | 140,690 |
| Burlington | 125,582 | 11,769 | 48,143 | 3,999 | 606,367 | 255,963 | 226,746 | 81,595 | 1,006,838 | 353,326 |
| Camden | - | - | 117,589 | - | 30,638 | 5,022 | 274,983 | 141,544 | 423,210 | 146,566 |
| Cape May | - | - | 10,560 | 253 | 4,281 | 2,273 | 62,497 | 16,059 | 77,338 | 18,585 |
| Cumberland | 14,464 | - | 2,676 | - | 60,281 | 18,809 | 162,196 | 8,130 | 239,617 | 26,939 |
| Essex | - | - | 123,925 | 52,008 | - | - | 19,467 | 36,456 | 143,392 | 88,464 |
| Gloucester | - | - | 214,093 | 22,084 | - | - | 13,411 | 14,725 | 227,504 | 36,809 |
| Hudson | - | - | 274,721 | 188,008 | - | - | - | - | 274,721 | 188,008 |
| Hunterdon | - | - | - | - | - | - | - | - | - | - |
| Mercer | 18,615 | 1,147 | 65,001 | 11,979 | 107,242 | 101,554 | 93,969 | 63,528 | 284,827 | 178,208 |
| Middlesex | - | - | 2,116 | - | 159,137 | 142,842 | 893,269 | 304,062 | 1,054,522 | 446,904 |
| Monmouth | 68,036 | 28,523 | 198,866 | 13,792 | 52,187 | 31,668 | 146,196 | 101,876 | 465,285 | 175,859 |
| Morris | 75,563 | 210,613 | 3,748 | 1,293 | - | - | 2,790 | 4,349 | 82,101 | 216,255 |
| Ocean | - | - | 5,245 | 712 | 14,011 | 6,616 | 25,877 | 3,784 | 45,133 | 11,112 |
| Passaic | 163,172 | 136,265 | 228,542 | 40,250 | 15,755 | 343,638 | 74,723 | 59,522 | 482,192 | 579,675 |
| Salem | 300 | 1,041 | 18,616 | 3,980 | 39,594 | 15,680 | 26,785 | 9,203 | 85,295 | 29,904 |
| Somerset | - | - | 36,063 | - | - | - | 57,154 | 58,093 | 93,217 | 58,093 |
| Sussex | - | - | - | - | - | - | - | - | - | - |
| Union | 194,379 | 173,570 | 248,395 | 120,238 | 33,233 | 139,777 | - | - | 476,007 | 433,585 |
| Warren | - | - | 101,234 | 37,575 | - | - | 206,222 | 22,520 | 307,456 | 60,095 |
| TOTALS | 676,321 | 562,928 | 2,263,875 | 514,489 | 1,210,736 | 1,112,343 | 3,204,063 | 1,109,855 | 7,354,995 | 3,299,615 |

Spon. %
31,0

ATLANTIC COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-1 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 565 | 35 | B-147 | Misc. Impr. | 50 | Estell Manor, Corbin City | 11 | | | 17,190 | 2,518 |
| 707 | 42 | B-174 | Drainage | 43 | Sec.12A, Mullica Twp. | 33 | | | 25,029 | 9,596 |
| 790 | 44 | B-179 | Drainage | 43 | Galloway | 6 | | | 6,283 | 3,391 |
| 708 | 43 | B-175 | Shoulders | 48 | Egg Harbor Twp. | 42 | | | 28,998 | 28,666 |
| | | | | | | 92 | | | 77,500 | 44,171 |
| | | | | | COUNTY WORK | | | | | |
| 449 | 25 | C-146 | Landscape | | Delilah Rd.Ext.Pleasantville, Absecon | 56 | 32,183 | 299 | 14,081 | 2,952 |
| | 30 | C-162 | Drainage | | County Wide, Ext.C-132 | 562 | 123,291 | - | 413,276 | 17,982 |
| 573 | 34 | C-188 | Rd. Const. | | County Wide | 180 | | | 144,358 | 34,191 |
| | | | | | | 797 | 155,474 | 299 | 571,715 | 55,125 |
| | | | | | MUNICIPAL WORK | | | | | |
| 387 | 23 | M-136 | 6" Grav. | | 1st Ave.,Estell Manor | 145 | 40,068 | - | 119,120 | 13,381 |
| 568 | 33 | M-251 | Drainage | | Var. Sts., Linwood City | 37 | | | 33,712 | 2,403 |
| | | | | | | 182 | 40,068 | - | 152,832 | 15,784 |
| | | | | | DIRT ROAD WORK | | | | | |
| 815 | 45 | M-15-D | | | Mays Landing Rd., Folsom Boro | 11 | | | 8,793 | 1,972 |
| | | | | | | 11 | | | 8,793 | 1,972 |
| | | | | | TOTALS | 1082 | 195,542 | 299 | 810,840 | 117,052 |

# BERGEN COUNTY
## Completed Projects

January 1, 1941

| State House App. | 1016-2 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 709 | 68 | B-178 | Widen | 4 | E. Paterson Boro | 34 | 16,210 | - | 10,510 | 4,330 |
| | | | | | | 34 | 16,210 | - | 10,510 | 4,330 |
| | | | | | MUNICIPAL WORK | | | | | |
| 228 | 19 | M-17 | Gr. & Pave. | | Ridge Rd.,Hohokus Twp. | 132 | 108,437 | 5,652 | 7,978 | 18,103 |
| 457 | 34 | M-140 | 6" Grav. | | McCoy Rd., Franklin Lakes | 34 | 27,561 | 863 | 2,017 | 1,546 |
| 459 | 37 | M-150 | Conc. Pave. | | Century Rd., Paramus | 42 | 31,593 | 989 | 6,232 | 4,918 |
| 451 | 42 | M-160 | 6" Grav. | | Var. Sts., Oakland Boro | 67 | 49,210 | 3,905 | 7,300 | 9,077 |
| 480 | 43 | M-161 | 6" Grav. | | McCoy Rd.Ext.,Franklin Lakes | 46 | 36,412 | 657 | 3,854 | 4,146 |
| 575 | 49 | M-218* | 6" Pen.Mac. | | Abbott Ave., Ridgefield | 3 | 2,349 | 1,239 | | |
| 513 | 53 | M-254 | Drainage | | Berdan Ave.,Fair Lawn Boro | 54 | 36,081 | 2,154 | 10,526 | 8,348 |
| 690 | 56 | M-274 | 6" Pen.Mac. | | Engle St., Sec.2,Tenafly " | 5 | 4,436 | 2,659 C | | |
| 691 | 58 | M-277 | Pen. Mac. | | Mill Lane & Mill Rd., Park Ridge Boro | 16 | 13,558 | - | 22,832 | 9,669 |
| 692 | 59 | M-279 | Pen. Mac. | | Shadyside, Ramsey Boro | 28 | 15,733 | 604 | 7,100 | 6,093 |
| 721 | 66 | M-312 | 6" Pen. Mac. | | Radburn Rd.Ext.Fairlawn Boro | 44 | 27,930 | - | 15,538 | 11,208 |
| 722 | 67 | M-325 | Rd. Impr. | | Oritan Ave.,Ridgefield Boro | 4 | | | 3,770 | 5,210C |
| 846 | 74 | M-349 | 6" Pen.Mac. | | Lloyd Rd.,Hohokus Twp. | 5 | | | 3,762 | 2,508C |
| 847 | 77 | M-355 | 6" Pen.Mac. | | Engle St.Sec.3,Tenafly Boro | 5 | | | 4,487 | 3,911C |
| 849 | 78 | M-361 | Drainage | | Var. St.,Fairlawn Boro | 24 | 6,803 | - | 13,383 | 5,404 |
| 578 | 55 | M-263 | Misc.Rd.Impr. | | Ramapo Ave.,Oaklyn Boro | 11 | 8,697 | 286 | 4,211 | 1,560 |
| 850 | 81 | M-364 | 7" Pen.Mac. | | Chestnut Ave.,Hackensack | 9 | | | 7,438 | 6,272 |
| 856 | 87 | M-381 | Rd. & Dr. | | Midland Ave.& Fairlawn | 10 | | | 8,531 | 6,155 |
| 903 | 88 | M-382 | 6" Pen. Mac. | | Madison Ave.,Cresskill | 8 | | | 5,747 | 4,966C |
| 906 | 89 | M-383 | 6" Pen. | | Railroad Ave., Cresskill Boro | 5 | | | 4,029 | 3,875C |
| 904 | 90 | M-384 | 7" Bit.Pen.Mac. | | Hudson Ave.,Norwood Boro | 3 | | | 2,090 | 2,050C |
| 913 | 62 | M-292 | Pen. Mac. | | Hudson Ave., Norwood Boro | 4 | | | 3,682 | 3,322C |
| | | | | | | 559 | 368,800 | 18,019 | 144,507 | 118,341 |
| | | | | | TOTALS | 593 | 385,010 | 18,019 | 155,017 | 122,671 |

BURLINGTON COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-3 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 165 | 4 | B-38 | Widen | 39 | Shamong & Tabernackle Twp. | 157 | 64,947 | 11,769 | 52,733 | 13,556 |
| 686 | 53 | B-163 | Drainage | 25 | Sec. 24, Florence Twp. | 2 | | | 3,262 | 1,607 |
| 504 | 37 | B-136 | Landscape | 40 | Pemberton Twp. | 115 | 60,635 | - | 352,178 | 71,731 |
| | | | | | | 274 | 125,582 | 11,769 | 408,173 | 86,894 |
| | | | | | PRIMARY WORK | | | | | |
| 676 | 59 | P-32 | Widen | 39 | Sec. 1A & 10 | 126 | | | 117,008 | 102,104C |
| 672 | 62 | P-34 | Widen | 25 | Sec. 3D, Bordentown | 76 | | | 81,976 | 66,965C |
| | | | | | | 202 | | | 198,984 | 169,069 |
| | | | | | MUNICIPAL WORK | | | | | |
| 464 | 29 | M-144 | Gravel | | Var.St., Springfield Twp. | 70 | 15,369 | - | 46,948 | 9,995 |
| 463 | 30 | M-155 | Pen.Mac. | | Railroad Ave. Mansfield " | 4 | | | 5,986 | 2,499 |
| 588 | 38 | M-215 | 6" Grav. Rd. | | Var. Sts., Bridgeboro, Delran Twp. | 14 | | | 12,723 | 2,844 |
| 586 | 40 | M-217 | 6" Grav. Rd. | | Tabernacle-Chatsworth Rd., Woodland Twp. | 21 | | | 17,367 | 7,444 |
| 590 | 46 | M-256 | Rd. Impr. | | Var. Sts., Hainesport Twp. | 17 | | | 12,053 | 4,166C |
| 591 | 47 | M-257 | 6"Comp.Grav. | | Church Rd., Cinaminson " | 18 | | | 15,659 | 5,477C |
| 592 | 48 | M-259 | 6"Grav. Rd. | | Var.Sts., Delanco Twp. | 16 | | | 13,780 | 4,657C |
| 595 | 50 | M-269 | Rd. Const. | | Mansfield Georgetown Rd., Mansfield Twp. | 9 | | | 7,563 | 5,446C |
| 594 | 52 | M-272 | Rd. Impr. | | Johnson Rd., Washington | 14 | | | 11,273 | 3,370C |
| 724 | 57 | M-319 | Rd. Const. | | Meany Rd., N.Hanover Twp. | 27 | | | 18,800 | 5,620C |
| 725 | 58 | M-320 | Rd. Const. | | Front St., Chesterfield " | 4 | | | 2,928 | 3,618C |
| 727 | 60 | M-327 | Rd. Const. | | Magnolia, New Lisbon Rd. Pemberton Twp. | 22 | | | 15,716 | 9,145 |
| 285 | 10 | M-55* | Grav. Rd. | | Columbus-Jobstown | 41 | 32,774 | 3,999 | 20,590 | 6,063 |
| 799 | 63 | M-344 | Rd. Const. | | Hanover Blvd., Pemberton Twp. | 17 | | | 12,028 | 6,665 |
| 726 | 56 | M-313 | 6"Grav.Pave. | | Leektown Rd., Bass River Twp. | 20 | | | 13,328 | 4,586 |
| | | | | | | 314 | 48,143 | 3,999 | 226,746 | 81,595 |
| | | | | | TOTALS | 790 | 173,725 | 15,768 | 833,903 | 337,558 |

# CAMDEN COUNTY
## Completed Projects

January 1, 1941

| State House App. | 1016-4 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| | 55 | B-121 | Conc. Side. | | 42 Sec.4, Cont. B-59 | 20 | | | 17,980 | 1,381 |
| 596 | 75 | B-158 | Drainage | | 45 Sec.3,Pennsauken | 3 | | | 2,665 | 1,350 |
| 711 | 78 | B-166 | Ex.Gr.Dr. | | S-41 Sec.4, Berlin & Waterford | 11 | | | 9,993 | 2,291 |
| | | | | | | 34 | | | 30,638 | 5,022 |
| | | | | | COUNTY WORK | | | | | |
| 170 | 14 | C-39 | New Grav. | | Cuthbert Rd.Haddon Twp. | 181 | 117,589 | - | 50,353 | 22,614 |
| 522 | 60 | C-157 | Drainage | | Var.Rds.,County Wide | 35 | | | 37,783 | 5,426 |
| 614 | 72 | C-189 | Widen,Const. | | Folsom Rd.,Winslow Twp. | 17 | | | 14,901 | 5,959 |
| 700 | 76 | C-199 | 6" Pen.Mac. | | Nicholson Ave.,Audubon Boro | 6 | | | 5,350 | 8,500C |
| 699 | 81 | C-210 | Bridges | | County Wide | 42 | | | 41,711 | 15,810 |
| 879 | 101 | C-224 | R. C. Rd. | | River Rd.,Pennsauken Twp. | 3 | | | 3,114 | 12,085C |
| 363 | 40 | C-120 | Grav.Oil Treat | | Var. St., Runnemede Boro | 14 | | | 15,024 | 6,232 |
| | | | | | | 298 | 117,589 | - | 168,236 | 76,626 |
| | | | | | MUNICIPAL WORK | | | | | |
| 600 | 68 | M-241 | Stream Clear. | | Lendenwold Boro | 20 | | | 17,726 | 2,977 |
| 599 | 69 | M-242 | Impr. Drain. | | Peter's Creek,etc.Audubon | 7 | | | 10,729 | 567 |
| 728 | 79 | M-308 | 6" Bit.Pen. | | E.Atlantic & Garfield Ave. | 216 | | | 17,463 | 20,433 |
| 729 | 84 | M-326 | 8" Rein. Conc. | | Chestnut Ave.,Pennsauken | 7 | | | 5,670 | 12,557C |
| 786 | 88 | M-334 | 9" " " | | Cuthbert Blvd.,Haddon Twp. | 11 | | | 9,155 | 14,876C |
| | 90 | M-338 | 3" Grav.Side. | | Woodbine Ave.,Cont.4-64 | 10 | | | 8,136 | 1,064 |
| 864 | 100 | M-374 | Drainage | | E.Atlantic Ave.,Laurel Springs Boro | 14 | | | 10,466 | 2,946 |
| 802 | 91 | M-342 | Drainage | | Clinton Ave.,Woodland Ter. | 26 | | | 21,809 | 5,949 |
| | | | | | | 311 | | | 101,154 | 61,370 |
| | | | | | DIRT ROAD WORK | | | | | |
| 924 | 102 | M-23-D | Bit. Mac. | | Var. Sts.,Gloucester Twp. | 6 | | | 5,993 | 3,548 |
| | | | | | | 6 | | | 5,993 | 3,548 |
| | | | | | TOTALS | 649 | 117,589 | -- | 306,021 | 146,566 |

# CAPE MAY COUNTY
## Completed Projects

January 1, 1941

| State House App. | 1016-5 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | Federal | Sponsor | Federal | Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COUNTY WORK | | | | | |
| 609 | 20 | C-168 | Guard Rail | 4 | N. Wildwood, Middle Twp. | 26 | 6,783 | - | 11,472 | 2,829 |
| | | | | | | 26 | 6,783 | - | 11,472 | 2,829 |
| | | | | | BETTERMENT | | | | | |
| 828 | 30 | B-190 | Drainage | 4 | Sec.9 Ocean View | 4 | ——— | ——— | 4,281 | 2,273 |
| | | | | | | 4 | | | 4,281 | 2,273 |
| | | | | | MUNICIPAL WORK | | | | | |
| 523 | 21 | M-231 | Storm Drain | | Var. Sts.,Wildwood | 12 | 1,742 | 253 | 13,904 | 7,088 |
| 607 | 19 | M-229 | 6" Grav.Pave. | | Pavilion Ave.,Cape May Pt. | 10 | 2,035 | - | 7,667 | 1,386 |
| | | | | | | 22 | 3,777 | 253 | 21,571 | 8,474 |
| | | | | | DIRT ROAD WORK | | | | | |
| 805 | 25 | M-14-D | | | Dennisville Rd., Middle Twp. | 42 | ——— | ——— | 29,454 | 4,756 |
| | | | | | | 42 | | | 29,454 | 4,756 |
| | | | | | TOTALS | 94 | 10,560 | 253 | 66,778 | 18,332 |

## CUMBERLAND COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-6 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 507 | 18 | B-138 | Dr. & Side. | 49 | City of Millville | 40 | 12,813 | - | 30,460 | 3,820 |
| 900 | 31 | B-200 | Drainage | 47 | Landis Twp. | 11 | | | 7,716 | 4,940 |
| 610 | 22 | B-150* | Misc. Impr. | 46 | Deerfield Twp. | 4 | 1,651 | - | 3,037 | 164 |
| 829 | 29 | B-185 | Drainage | 49 | Sec.1-A,Bridgeton | 17 | | | 19,068 | 9,885 |
| | | | | | | 72 | 14,464 | - | 60,281 | 18,809 |
| | | | | | MUNICIPAL WORK | | | | | |
| 611 | 20 | M-244 | Stream Clear. | | Little Robbins Br.Landis | 30 | | | 19,240 | 600 |
| 612 | 21 | M-245 | Stream Clear. | | Parvins Br. Landis Twp. | 110 | 2,676 | - | 67,328 | 1,500 |
| 693 | 24 | M-284 | Stream Clear. | | Tarkiln Br. | 31 | | | 19,451 | 500 |
| 732 | 25 | M-288 | 6"Grav.Pave. | | Steep Run Rd.,Commercial Twp. | 25 | | | 17,380 | 3,926 |
| 731 | 26 | M-299 | Stream Clear. | | Piney Br., Landis Twp. | 30 | | | 18,684 | 569 |
| 613 | 29 | M-330** | Drainage | | Whitney Pt.Rd.,Maurice River Twp. | 31 | | | 20,113 | 1,035 |
| | | | | | | 257 | 2,676 | - | 162,196 | 8,130 |
| | | | | | TOTALS | 329 | 17,140 | - | 222,477 | 26,939 |

** Operated for one month and declared ineligible by W.P.A. Nov. 27, 1940.

ESSEX COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-7 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COUNTY WORK | | | | | |
| 350 | 19 | C-115 | Pen. Mac. | | Var. Sts., Roseland | 41 | 36,303 | 10,169 | | |
| 620 | 36 | C-174 | 7" Pen. Mac. | | Harrison St., Caldwell Boro | 3 | 4,246 | 2,383 | | |
| 622 | 40 | C-179 | Bit. Pen. | | Pleasant Ave,W. " " | 11 | 9,938 | 4,898 | | |
| 623 | 41 | C-183 | Bit. Pen. | | Bond Pl.,W. Caldwell " | 5 | 4,415 | 2,976 | | |
| 618 | 43 | C-184* | Drainage | | Old Short Hills Rd. Milburn Twp. | 7 | 10,782 | 5,102 | | |
| 626 | 46 | C-193 | Drainage | | Young Ave.,Cedar Grove | 17 | 14,368 | 9,930 | | |
| 701 | 48 | C-201 | 6" Pen.Mac. | | New Mill St.,Belleville Town | 5 | 4,099 | 1,851 | 482 | 1,827 |
| 760 | 49 | C-202 | 6" Pen. Mac. | | Runnymede Rd. W. Caldwell | 25 | 21,373 | 14,699 | C | |
| | | | | | | 114 | 105,524 | 52,008 | 482 | 1,827 |
| | | | | | MUNICIPAL WORK | | | | | |
| 866 | 53 | M-380 | 7" Pen. Mac. | | Var. Sts., Nutley Town | 13 | 7,168 | - | 3,812 | 9,561 |
| | | | | | | 13 | 7,168 | - | 3,812 | 9,561 |
| | | | | | DIRT ROAD WORK | | | | | |
| 883 | 54 | M-24-D | 3" Pen. Mac. | | Meadowbrook Lane,S.Orange | 10 | 4,168 | - | 4,584 | 7,681 |
| 881 | 56 | M-27-D | 7" Bit.Pen.Mac. | | Harrison St.,Nutley Town | 12 | 4,768 | - | 5,852 | 7,248 |
| 939 | 61 | M-31-D | 2" Bit. Conc. | | Main St.,Belleville Town | 8 | 2,287 | - | 4,737 | 10,139 |
| | | | | | | 30 | 11,233 | - | 15,173 | 25,068 |
| | | | | | TOTALS | 157 | 123,925 | 52,008 | 19,467 | 36,456 |

GLOUCESTER COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-8 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 629 | 35 | B-169 | Drainage | 47 | Glassboro | 12 | 10,160 | 4,843 | | |
| 793 | 40 | B-180 | Drainage | 45 | S. Harrison Twp. | 10 | 5,782 | 827 | 1,337 | 533 |
| 830 | 42 | B-186 | Drainage | 44 | Gibbstown-Greenwock | 4 | - | - | 4,163 | 2,997 |
| | | | | | | 26 | 15,942 | 5,670 | 5,500 | 3,530 |
| | | | | | MUNICIPAL WORK | | | | | |
| 492 | 25 | M-174 | Gravel Rd. | | Fish Pond Rd.Washington Twp. | 39 | 32,360 | 4,275 | | |
| 631 | 27 | M-237 | Gravel Rd. | | White Hall Rd.,Franklin " | 104 | 83,777 | 6,766 | | |
| 632 | 28 | M-240 | Gravel Rd. | | Var. Rds.,Williamstown | 167 | 64,840 | 2,925 | 3,239 | 10,058 |
| 805 | 36 | M-335 | Drainage | | Glover St.Etc.,Woodbury City | 19 | 17,174 | 2,448 | 4,622 | 1,137 |
| | | | | | | 329 | 198,151 | 16,414 | 7,861 | 11,195 |
| | | | | | TOTALS | 355 | 214,093 | 22,084 | 13,361 | 14,725 |

# HUDSON COUNTY
## Completed Projects

January 1, 1941

| State House App. | 1016-9 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal Sponsor |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | COUNTY WORK | | | | |
| 247 | 7 | C-80 | Remove Tracks | | 14th St.,Hoboken City | 141 | 125,816 | 66,987 C | |
| 564 | 25 | C-169 | Drainage | | Secaucus & Jersey City | 40 | 32,600 | 1,800 | |
| 639 | 29 | C-170 | Conc. Pave. | | 14th St.Viaduct,Union City | 57 | 51,325 | 50,720 C | |
| | | | | | | 238 | 209,741 | 117,707 | |
| | | | | | MUNICIPAL WORK | | | | |
| 636 | 24 | M-228* | 3" Asphalt | | Willow Ave.,Weehawkin Twp. | 18 | 15,923 | 10,430 C | |
| 638 | 26 | M-232 | Conc. Pave. | | Humbolt St., Secaucus | 9 | 8,125 | 9,229 C | |
| 654 | 27 | M-233 | Conc. Pave. | | Hudson St.,Secaucus | 21 | 20,372 | 18,657 C | |
| 794 | 30 | M-347 | 9" R. C. " | | Sherman Ave.E.Newark Boro | 15 | 12,855 | 21,047 C | |
| 868 | 32 | M-377 | Rd. & Drain. | | Irving St., Secaucus | 9 | 7,705 | 10,938 C | |
| | | | | | | 72 | 64,980 | 70,301 | |
| | | | | | TOTALS | 310 | 274,721 | 188,008 | |

1016-10

HUNTERDON COUNTY
Completed Projects

January 1, 1941

| State House App. | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal Sponsor | 1016 Federal Sponsor |
|---|---|---|---|---|---|---|---|

NO COMPLETED PROJECTS

## MERCER COUNTY
### Completed Projects

January 1, 1941

| State House App. | 1016-11 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | |
| 688 | 33 | B-160* | Drain | 26 | Sec.2D,W.Windsor Twp. | 8 | 10,288 | 903 | | | |
| 687 | 34 | B-164 | Drain | 27 | Sec. 6, Lawrence Twp. | 2 | 3,779 | 244 | 954 | 314 | |
| | | | | | | 10 | 14,067 | 1,147 | 954 | 314 | |
| | | | | | PRIMARY WORK | | | | | | |
| 676 | 36 | P-33 | Widen | 39 | Sec. 1A & 10,Hamilton | 23 | 4,548 | - | 16,103 | 22,383 | C |
| 672 | 37 | P-35 | Widen | 25 | Sec. 1A, Yardville to Robbinsville | 84 | | | 90,185 | 78,857 | C |
| | | | | | | 109 | 4,548 | - | 106,288 | 101,240 | |
| | | | | | COUNTY WORK | | | | | | |
| 494 | 23 | C-150 | Gr.Dr.&Ditch | | Eilers Cor.,E.Windson Twp. | 18 | 8,025 | 100 | 6,770 | 750 | |
| 495 | 24 | C-151 | Drainage | | Burnt Swamp Ditch,Ham. " | 29 | 14,644 | - | 8,561 | 1,100 | |
| 536 | 25 | C-153 | Drainage | | Coopers Cor.Rd.Hopewell " | 32 | 12,645 | 1,525 | 15,819 | 9,978 | |
| 463 | 27 | C-155 | Mac. Rd. | | Elm Rd. & Stockton St. | 1 | 728 | - | 251 | 787 | |
| | | | | | | 80 | 36,042 | 1,625 | 31,401 | 12,615 | |
| | | | | | MUNICIPAL WORK | | | | | | |
| 645 | 31 | M-226 | 7" Pen.Mac. | | Var. Sts.,Princeton Boro | 33 | 12,948 | 4,869 | 15,558 | 18,934 | |
| 644 | 32 | M-261 | Misc. Impr. | | Sec.2,Princeton Turnpike | 26 | 8,987 | 5,485 | 13,399 | 9,195 | |
| 734 | 35 | M-294 | 6" Bit. Pen. | | Wilburtha Rd.,Ewing Twp. | 39 | 7,024 | - | 26,369 | 15,415 | |
| 869 | 38 | M-368 | Rd. & Drain. | | Yardville Ham. Sq. Rd., Hamilton Twp. | 9 | | | 7,242 | 7,369 | C |
| | | | | | | 107 | 28,959 | 10,354 | 62,568 | 50,913 | |
| | | | | | TOTALS | 306 | 83,616 | 13,128 | 201,211 | 165,082 | |

## MIDDLESEX COUNTY
### Completed Projects

January 1, 1941

| State House App. | 1016-12 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PRIMARY WORK | | | | | |
| 677 | 39 | P-29 | Misc.Impr. | 4 | Sec. 42,Madison Twp. | 166 | | | 159,137 | 142,842C |
| | | | | | | 166 | | | 159,137 | 142,842 |
| | | | | | COUNTY WORK | | | | | |
| 646 | 34 | C-178 | Gen. Impr. | | Var. Rds. & Bridges | 1096 | | | 747,993 | 231,938 |
| | | | | | | 1096 | | | 747,993 | 231,938 |
| | | | | | MUNICIPAL WORK | | | | | |
| 540 | 23 | M-178 | Gr. & Dr. | | Var.Sts.,Dunellen Boro | 16 | | | 12,972 | 3,556 |
| 539 | 28 | M-199 | Grav. Rd. | | Mt.Pleasant Rd.Raritan Twp. | 29 | 2,116 | - | 30,540 | 5,624 |
| 546 | 30 | M-205 | Resurf. | | Var.Sts.,Milltown Boro | 28 | | | 25,023 | 4,853 |
| 694 | 37 | M-273 | 6" Mod. Pen. | | Rhode Hall Rd.,Sec. 2 | 9 | | | 7,892 | 7,267C |
| 735 | 38 | M-307 | Conc. Pave. | | Prospect Ave.Sec.2,Dunellen | 24 | | | 21,084 | 20,760C |
| 737 | 41 | M-314 | Pen. Mac. | | Mountain Ave.Middlesex Boro | 9 | | | 7,912 | 5,469C |
| 736 | 42 | M-316 | 6 Mod. Pen | | Herman Ave.etc.Carteret " | 16 | | | 12,692 | 9,932C |
| 738 | 43 | M-317 | 9" R.C.Pave. | | Sandfield Rd.Sec.3,Sayreville Boro | 13 | | | 12,350 | 12,411C |
| 543 | 25 | M-181 | Gr. & Dr. | | John St., Metuchen | 13 | | | 15,811 | 2,252 |
| | | | | | | 157 | 2,116 | - | 145,276 | 72,124 |
| | | | | | TOTALS | 1419 | 2,116 | - | 1,052,406 | 446,904 |

## MONMOUTH COUNTY
### Completed Projects

January 1, 1941

| State House App. | 1016-13 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 649 | 56 | B-152 | Misc. Impr. | 36 & 4N | Eatontown, Union Beach | 12 | 12,016 | 110 | 5,768 | 1,536 |
| 794 | 76 | B-183 | Drainage | 4N | 7th Ave. to River Ave. | 20 | 1,546 | - | 15,639 | 6,758 |
| 651 | 73 | B-172 | Drainage | 35 | Holmdel Twp. | 40 | 5,720 | - | 22,150 | 13,979 |
| | | | | | | 72 | 19,282 | 110 | 43,557 | 22,273 |
| | | | | | INSTITUTIONAL | | | | | |
| 372 | 38 | I-8 | Pen. Mac. | | Marlboro State Hosp. | 57 | 48,754 | 28,413 | 8,630 | 9,395 |
| | | | | | | 57 | 48,754 | 28,413 | 8,630 | 9,395 |
| | | | | | COUNTY WORK | | | | | |
| 655 | 55 | C-181 | Bit. treat. | | Asbury Ave., Atlantic Twp. | 84 | 38,033 | 1,749 | 31,521 | 9,538 |
| 761 | 72 | C-208 | Drainage | | Ocean Ave. E. Kingsburgh Boro | 30 | 6,057 | - | 27,612 | 15,729 |
| | | | | | | 114 | 44,090 | 1,749 | 59,133 | 25,267 |
| | | | | | MUNICIPAL WORK | | | | | |
| 331 | 28 | M-58 | Oil Treat | | Allenwood Rd., Wall Twp. | 15 | 15,390 | 4,177 | 3,282 | - |
| 335 | 35 | M-76 | Grav. Rd. | | Ocean Rd., Spring Lake Hts. | 7 | 7,885 | 1,623 | 2,221 | - |
| 552 | 44 | M-183 | Grub. &Clear | | Var. Rds., Shrewsburg Twp. | 34 | 18,668 | 429 | 8,330 | 3,018 |
| 550 | 46 | M-185 | Grade | | Crawfords Cor., Middleton Rd. | 26 | 21,018 | 850 | | |
| 549 | 47 | M-186 | Clear & Gr. | | Var. Rds., Howell Twp. | 75 | 40,965 | 1,525 | 14,399 | 6,833 |
| 654 | 58 | M-260 | 6" Bit. Surf | | Ellisdale-Allentown Rd. Sec. 3 | 7 | 3,701 | 79 | 1,258 | 2,622C |
| 655 | 61 | M-270 | 6" Grav. Pave. | | Reynolds Dr. Eatontown | 17 | 10,077 | 1,578 | 3,907 | 1,817 |
| 697 | 62 | M-282 | 3" Grav. Pave. | | Norwood Ave. etc., Avon-by-the-Sea | 12 | 7,615 | 1,149 | 4,803 | 5,591 |
| 696 | 63 | M-286 | 6" Grav. Rd. | | Mountain Hill Rd. Middletown Twp. | 17 | 8,525 | 489 | 4,269 | 4,768C |

MONMOUTH COUNTY, Cont.
Completed Projects

January 1, 1941

| State House App. | 1016-13 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MUNICIPAL WORK, cont. | | | | | | |
| 741 | 64 | M-290 | 6" Grav.Pave. | | 4th Ave.Sea Girt Boro | 8 | 4,203 | - | 2,416 | 3,136 | |
| 746 | 69 | M-302 | 6" Grav. Rd. | | Thompson Ave.Middletown Twp. | 5 | 2,994 | - | 1,362 | 2,063 | C |
| 740 | 71 | M-305 | 6" Grav. Rd. | | Var. Rds.Bradley Beach Boro | 16 | 4,915 | - | 8,091 | 7,445 | C |
| 745 | 74 | M-324 | 6" Grav. Rd. | | Jerseyville Rd.,etc.Atl.Twp. | 21 | 1,303 | - | 13,442 | 3,970 | C |
| 809 | 75 | M-332 | 6" Grav. Rd. | | Var. Rds.,Neptune Twp. | 22 | 1,804 | - | 20,388 | 10,251 | |
| 870 | 78 | M-352 | 6" Grav. Rd. | | Roseld Ave.Sec.1&2, Allenhurst Ave. | 15 | | | 12,117 | 5,934 | |
| 743 | 66 | M-298 | 6" Grav.Rd. | | Hosford Ave.,Middletown | 4 | 1,550 | - | 5,202 | 2,612 | |
| 744 | 68 | M-301 | 6" Grav. Rd. | | Hudson Ave.,E.Keansburg | 59 | | | 6,922 | 2,988 | |
| 739 | 70 | M-304 | 6" Comp.Grav. | | Var. St. Neptune Twp. | 14 | 5,967 | 144 | 4,819 | 4,544 | |
| 872 | 79 | M-358 | 6" Grav. | | Holmeson-Clarksburg Rd. Millstone Twp. | 15 | | | 10,216 | 2,200 | |
| | | | | | | 389 | 154,776 | 12,043 | 127,444 | 69,792 | |
| | | | | | TOTALS | 632 | 266,902 | 42,315 | 238,764 | 126,727 | |

## MORRIS COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-14 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INSTITUTIONAL | | | | | |
| 373 | 22 | I-20 | Mac. Pen. | | Greystone Park Hospital | 38 | 26,560 | 34,869 | | |
| | | | | | | 38 | 26,560 | 34,869 | | |
| | | | | | PRIMARY WORK | | | | | |
| 681 | 23 | P-25 | Grading | 6 | Sec. 21, Denville Twp. | 64 | 49,003 | 175,744 | C | |
| | | | | | | 64 | 49,003 | 175,744 | | |
| | | | | | DIRT ROAD WORK | | | | | |
| 886 | 25 | M-26-D | 6" Pen.Mac. | | Mt. Pleasant Ave.,Hanover | 8 | 3,748 | 1,293 | 2,790 | 4,349 |
| | | | | | | 8 | 3,748 | 1,293 | 2,790 | 4,349 |
| | | | | | TOTALS | 110 | 79,311 | 211,906 | 2,790 | 4,349 |

OCEAN COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-15 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 833 | 13 | B-189 | Drainage | 4 | Eaglewood | 16 | | | 14,011 | 6,616 |
| | | | | | | 16 | | | 14,011 | 6,616 |
| | | | | | MUNICIPAL WORK | | | | | |
| 470 | 8 | M-145 | 6" Gravel | | Var. Sts., Point Pleasant Boro | 38 | 5,245 | 712 | 25,855 | 3,784 |
| | | | | | | 38 | 5,245 | 712 | 25,855 | 3,784 |
| | | | | | TOTALS | 54 | 5,245 | 712 | 39,866 | 10,400 |

# PASSAIC COUNTY
## Completed Projects

January 1, 1941

| State House App. | 1016-16 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PRIMARY WORK | | | | | |
| 146 | 7 | P-20 | New Road | 6 | Sec. 8B, Main to Hazel Ave. | 217 | 163,172 | 136,265 | 15,755 | 343,638 |
| | | | | | | 217 | 163,172 | 136,265 | 15,755 | 343,638 |
| | | | | | COUNTY WORK | | | | | |
| 484 | 28 | C-163 | Drainage | | County Wide | 220 | 172,174 | 18,753 | 27,625 | 3,175 |
| 762 | 38 | C-205 | Culverts | | Conklintown&Westbrook Rd., W.Milford & Wanaque | 9 | 9,116 | - | 859 | 849 |
| 888 | 50 | C-225 | Drainage | | Long Hall Rd.,Little Falls | 4 | - | - | 7,304 | 3,246 |
| | | | | | | 233 | 181,290 | 18,753 | 35,788 | 7,270 |
| | | | | | MUNICIPAL WORK | | | | | |
| 660 | 32 | M-265 | Grade | | Linda Vista Av.N.Haledon | 6 | 6,945 | 531 | 2,224 | |
| 417 | 16 | M-118 | 7" Mod. Mac. | | Overlook Ave.Haledon | 22 | 18,608 | 15,355 | 1,435 | 1,918C |
| 748 | 37 | M-293 | 6" Mod.Mac. | | Royal Av.,Hawthorne | 11 | 5,781 | 1,710 | 3,044 | 9,060C |
| 749 | 40 | M-306 | 7" Bit. Pen. | | Lincoln Ave.,Pompton Lakes Boro | 5 | | | 4,064 | 2,803C |
| 750 | 44 | M-318 | 6" Mod. Mac. | | Bergen Blvd.etc.W.Paterson Boro | 10 | 6,384 | - | 2,394 | 5,599C |
| 752 | 45 | M-329 | 6" Bit. Mac. | | Var.St.Little Falls Twp. | | 3,027 | | 3,149 | 6,109 |
| 918 | 54 | M-390 | Rd. Impr. | | Bergen Blvd.Sec.2,W.Paterson Boro | 11 | | | 9,623 | 8,710C |
| 917 | 56 | M-398 | Rd. & Dr. | | Woodhull & Bradford | 4 | | | 3,723 | 2,304C |
| 662 | 35 | M-278 | 6" Bit.Pen. | | Warwick Turnpike,W.Milford | 11 | 6,507 | 3,901 | 9,579 | 14,749C |
| | | | | | | 80 | 47,252 | 21,497 | 38,935 | 52,252 |
| | | | | | TOTALS | 530 | 391,714 | 176,515 | 90,478 | 403,160 |

## SALEM COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-17 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | |
| 37 | 6 | B-58 | Drainage | 48 | Pennsgrove | 4 | 300 | 1,041 | 2,738 | 1,598 | |
| 495 | 12 | B-129 | Drainage | 44 | Deepwater | 15 | | | 10,753 | 4,614 | |
| 667 | 15 | B-159 | Drainage | 48 | Pittsgrove | 11 | | | 7,948 | 3,102 | |
| 713 | 16 | B-165 | Misc. | 45 | Pilesgrove | 36 | | | 18,155 | 6,366 | |
| | | | | | | 66 | 300 | 1,041 | 39,594 | 15,680 | |
| | | | | | MUNICIPAL WORK | | | | | | |
| 561 | 13 | M-196 | Grav. Pave. | | Lynch's Corn. etc., Daretown | 64 | 18,616 | 3,980 | 26,785 | 9.203 | C |
| | | | | | | 64 | 18,616 | 3,980 | 26,785 | 9,203 | |
| | | | | | TOTALS | 130 | 18,916 | 5,021 | 66,379 | 24,883 | |

## SOMERSET COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-18 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MUNICIPAL WORK | | | | | | |
| 427 | 14 | M-104 | 7" Pen. Mac. | | Gillette-Watchung Rd. Warren Twp. | 50 | 25,307 | - | 12,445 | 22,218 | C |
| 562 | 24 | M-210 | Drain | | Var. Rds.,Franklin Twp. | 22 | 10,756 | - | 10,505 | 8,530 | |
| 754 | 27 | M-295 | Drainage | | Bunker Hill Rd.Sec. 3 | 12 | | | 7,768 | 7,972 | C |
| 755 | 28 | M-309 | 8" Rein.Conc. | | Frelinghuysen Ave. Raritan Town | 14 | | | 10,730 | 12,987 | C |
| 758 | 32 | M-323 | Drainage | | Var. Sts.,N.Plainfield Boro | 13 | | | 10,586 | 2,933 | |
| | | | | | | 111 | 36,063 | | 52,034 | 54,640 | |
| | | | | | DIRT ROAD WORK | | | | | | |
| 773 | 30 | M-7-D | | | Var. Sts.,N.Plainfield Boro | 2 | | | 5,120 | 3,453 | |
| | | | | | | 2 | | | 5,120 | 3,453 | |
| | | | | | TOTALS | 113 | 36,063 | - | 57,154 | 58,093 | |

1016-19

## SUSSEX COUNTY
Completed Projects

January 1, 1941

| State House App. | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal Sponsor | 1016 Federal Sponsor |
|---|---|---|---|---|---|---|---|

NO COMPLETED PROJECTS

## UNION COUNTY
Completed Projects

January 1, 1941

| State House App | 1016-20 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | | 1016 Federal | 1016 Sponsor | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | | |
| 715 | 27 | B-171 | Safety Island | 27 | Roselle, Elizabeth | 19 | 14,602 | 8,170 | | | | |
| | 24 | B-130* | Drainage | 27 | Cont. of B-96 | 3 | 1,839 | 572 | | | | |
| | | | | | | 22 | 16,441 | 8,742 | | | | |
| | | | | | PRIMARY WORK | | | | | | | |
| 151 | 14 | P-23 | Const. Rd. | 25 | Sec. 32, Neck Lane to Newark Line | 109 | 86,487 | 157,808 | C | | | |
| 684 | 28 | P-27 | 8" Rein.Conc. | 27 & 28, | Westfield Ave. Elizabeth | 50 | 68,906 | 7,020 | C | 5,612 | 27,984 | |
| 837 | 31 | P-44 | Shldr. &Curb | 25 | Sec.8E,Eliz.Circle | 50 | 20,881 | - | | 21,995 | 87,592 | C |
| 836 | 30 | P-43 | Rd. & Drain | S4 | Sec.3, Elmora Ave.,Eliz. | 18 | 1,664 | - | | 5,626 | 24,201 | C |
| | | | | | | 227 | 177,938 | 164,828 | | 33,233 | 139,777 | |
| | | | | | COUNTY WORK | | | | | | | |
| 139 | 2 | C-2 | New Road | | Coles Ave.,Mountainside | 96 | 76,754 | 22,408 | | | | |
| 140 | 3 | C-3 | New Road | | Lambert Mills Rd.,Westfield | 102 | 92,619 | 52,935 | | | | |
| | 20 | C-141 | 7" Pen.Mac. | | Supercedes C-46 | 75 | 66,823 | 28,022 | | | | |
| | | | | | | 273 | 236,196 | 103,365 | | | | |
| | | | | | MUNICIPAL WORK | | | | | | | |
| 875 | 29 | M-348 | 8" Conc.Pave. | | Thompson Ave.,Roselle Boro | 14 | 12,199 | 16,873 | C | | | |
| | | | | | | 14 | 12,199 | 16,873 | | | | |
| | | | | | TOTALS | 536 | 442,774 | 293,808 | | 33,233 | 139,777 | |

WARREN COUNTY
Completed Projects

January 1, 1941

| State House App. | 1016-21 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COUNTY WORK | | | | | |
| 87 | 1 | C-33 | Widen,Strait. | 87 | Brass Castle Rd., Harmony | 218 | 101,234 | 37,575 | 64,213 | 3,124 |
| 764 | 8 | C-209 | 6" Comp.Grav. | | Harmony Sta.,Bramards | 185 | | | 142,009 | 19,396 |
| | | | | | | 403 | 101,234 | 37,575 | 206,222 | 22,520 |
| | | | | | TOTALS | 403 | 101,234 | 37,575 | 206,222 | 22,520 |

# NEW JERSEY STATE HIGHWAY DEPARTMENT

## COMPILATION OF W.P.A. PROJECTS

## SHOWING OPERATING AND WRITTEN-UP PROJECTS

## AS OF JANUARY 1, 1941

## ALSO INDEX TO KEY NUMBERS AND COST COMPILATION

E. DONALD STERNER
Commissioner

JAMES LOGAN
State Highway Engineer

Information on "P" Nos: E.F.Bedwell,Construction Engineer
Information on "I" & "B" Nos: Alex Muir,Sup't Maintenance
Information on "M" & "C" Nos: E.E.Reed,Supervisor Projects

J. A. Williams
Division Construction Engineer
State Highway Coordinator
Room 14, State House Annex

## SUMMARY OF PROJECTS OPERATING AS OF JANUARY 1, 1941

| | OPERATING 1014 | | OPERATING 1016 | | WRITTEN UP 1016 | |
|---|---|---|---|---|---|---|
| | Federal | Sponsor | Federal | Sponsor | Federal | Sponsor |
| BETTERMENT | 663,942 | 47,897 | 2,045,141 | 355,896 | 1,141,942 | 459,389 |
| INSTITUTIONAL | 23,889 | - | 2,493,960 | 127,396 | 5,018,967 | 153,530 |
| PRIMARY | 628,659 | 746,130 | 1,864,383 | 1,987,007 | 19,839 | 122,614 |
| SUB-TOTALS | 1,326,490 | 794,027 | 6,403,484 | 2,470,299 | 6,180,748 | 735,533 |
| COUNTY | 1,706,621 | 260,353 | 10,029,252 | 1,774,454 | 890,909 | 91,247 |
| DIRT ROAD | 43,465 | 16,638 | 499,120 | 172,590 | 334,213 | 131,059 |
| MUNICIPAL | 125,703 | 13,336 | 1,648,325 | 661,910 | 878,945 | 253,689 |
| SUB-TOTALS | 1,875,789 | 290,327 | 12,176,697 | 2,608,954 | 2,104,067 | 475,995 |
| TOTALS | 3,202,279 | 1,084,354 | 18,580,181 | 5,079,253 | 8,284,815 | 1,211,528 |

Spon. % 12.8

| | Federal | Spon. % | Sponsor |
|---|---|---|---|
| Total Operating (1014 & 1016) | 21,782,460 | 22.1 | 6,163,507 |

## ATLANTIC COUNTY

Jan. 1, 1941

| State House App. | 1016-1 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 502 | 29 | B-135 | Landscaping | 4 | Port Republic | 26 | 19,124 | 3,282 | | |
| 706 | 41 | B-173 | Drainage | 48 | Hamilton & Egg Harbor | 148 | 153,537 | 56,566 | | |
| 824 | 54 | B-192 | Drainage | 48 | Egg Harbor Twp. | 29 | 21,589 | 8,204 | | |
| 897 | 56 | B-198 | Drainage | 43 | Egg Harbor | 39 | 29,402 | 14,160 | | |
| 896 | 57 | B-199 | Drainage | 43 | Elwood | 24 | 17,903 | 7,236 | | |
| | | | | | | 266 | 241,557 | 89,448 | | |
| | | | | | INSTITUTIONAL | | | | | |
| 776 | 47 | I-24 | 6"Grav.Rds. | | County Fire Roads | 1165 | | | 805,825 | 24,500* |
| 776 | 48 | I-25 | 6"Grav.Rds. | | County Fire Roads | 457 | | | 324,533 | 10,057* |
| 776 | 49 | I-26 | 6"Grav.Rds. | | County Fire Roads | 1690 | 977,676 | 27,500 | | |
| | | | | | | 3312 | 977,670 | 27,500 | 1,130,358 | 34,557 |
| | | | | | PRIMARY WORK | | | | | |
| 671 | 50 | P-40 | Misc. Impr. | 54 | Sec. 1, Hammonton, Folsom Boro, Buena | 927 | 686,657 | 143,378 | | |
| | | | | | | 927 | 686,657 | 143,378 | | |
| | | | | | COUNTY WORK | | | | | |
| 572 | 38 | C-194 | Br. Impr. | | County Wide Bridges | 69 | 70,435 | 10,666 | | |
| 921 | 55 | C-230 | Rd. Impr. | | County Wide | 327 | 241,114 | 52,893 | | |
| | 62 | C-236 | " Br.Stream | | Var.Rds,etc.County Wide | 168 | | | 125,679 | 7,486* |
| | | | | | | 563 | 311,549 | 63,559 | 125,679 | 7,486 |

cont.

ATLANTIC COUNTY, cont.

| State House App. | 1016-1 | Spon. No. | Type of Work | Rt. No. Location | Man Yrs. | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|
| | | | | DIRT ROAD WORK | | | | | |
| 876 | 51 | M-20-D | Rd.&Dr. | 11th & Var.Sts.Hammonton | 47 | 34,440 | 7,721 | | |
| 960 | 60 | M-35-D | Rd.& Dr. | Maple Ave.Sec2,Estelle Manor City | 34 | | | 25,105 | 5,135 |
| | | | | | 81 | 34,440 | 7,721 | 25,105 | 5,135 |
| | | | | MUNICIPAL WORK | | | | | |
| 479 | 26 | M-162 | 6"Gravel | Clark's Landing Rd., Galloway Twp. | 34 | | | 28,283 | 10,049 |
| 567 | 31 | M-230 | Gravel Rd. | Var.Sts.,Hammonton | 123 | 92,516 | 8,844 | | |
| 571 | 40 | M-285 | Grav.Pave. | Var.Sts.Weymouth Twp. | 16 | | | 12,356 | 5,159 |
| 843 | 52 | M-373 | 8"Grav.Pave. | Var.Rds.Hamilton Twp. | 77 | 57,497 | 10,578 | | |
| 844 | 53 | M-378 | Rd.Impr. | Var.Rds.Buena Vista " | 102 | 75,752 | 19,136 | | |
| 950 | 58 | M-417 | Rd. & Dr. | Doughty Rd.&Leeds Ave., Pleasantville City | 16 | 12,019 | 11,225 | | |
| 949 | 59 | M-418 | Misc. | Var.Sts.Egg Harbor Twp. | 67 | 49,713 | 16,116 | | |
| 929 | 61 | M-420 | Rd. & Dr. | Oak Ave.& Var.Sts., Linwood City | 37 | | | 29,864 | 15,267C* |
| | | | | | 572 | 287,497 | 65,899 | 70,503 | 30,475 |
| | | | | TOTALS | 5721 | 2,539,370 | 397,505 | 1,351,645 | 77,653 |

BERGEN COUNTY — Jan. 1, 1941

| State House App. | 1016-2 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | | |
| 791 | 71 | B-184 | Widen,Lands. | 1 | Palisade Ave. to N.Y.State Line | 1551 | 487,222 | 11,178 | 806,414 | 41,142 | | |
| 825 | 84 | B-188 | Guard Rail | 1 | Sec. 1, Ft.Lee | 401 | | | 340,500 | 14,750 | | |
| | 99 | B-206 | Side. & Dr. | 4 | Teaneck Twp. | | | | | | 1,906 | 853* |
| | | | | | | 1952 | 487,222 | 11,178 | | 55,892 | 1,906 | 853 |
| | | | | | | | | | 1,146,914 | | | |
| | | | | | INSTITUTIONAL | | | | | | | |
| 581 | 70 | I-30 | 6"Pen. Mac. | 104th | Engrs. Armory | 104 | 23,889 | - | 66,980 | 10,710 | | |
| | | | | | | 104 | 23,889 | - | 66,980 | 10,710 | | |
| | | | | | PRIMARY WORK | | | | | | | |
| 788 | 73 | P-38 | Stone Gd.Rail | S4B | Sec.1&2,Var.Twp | 90 | 12,247 | - | 74,693 | 11,917 C | | |
| 840 | 86 | P-41 | Clear & Grub | S4B | Oakland Boro, Cont. 13-52 | 60 | | | 46,335 | 6,695 | | |
| | | | | | | 150 | 12,247 | - | 121,028 | 18,612 | | |
| | | | | | COUNTY WORK | | | | | | | |
| 514 | 48 | C-160 | Misc.Impr. | | County Wide | 238 | 600,273 | 74,498 | 431,332 | 142,885 | | |
| 580 | 51 | C-186 | Widen | | Various Roads | 121 | 59,586 | 73,961 | 47,822 | 12,006 | | |
| | | | | | | 359 | 659,859 | 148,459 | 479,204 | 154,891 | | |
| | | | | | MUNICIPAL WORK | | | | | | | |
| 223 | 16 | M-8 | Gr. & Dr. | | Washington Twp. | 7 | | | 8,298 | 9,096 C | | |
| 453 | 38 | M-153 | 6"Pen.Mac. | | E. Prospect Ave.Waldwick | 9 | | | | | 8,730 | 4,048 |
| | | | | | | | | | | | 44,697 | 12,670 |
| 452 | 41 | M-159 | 9" Gravel | | W. Oakland Ave. | 49 | | | | | | |
| 511 | 46 | M-176 | Excav. | | E.Glenn Ave.Ridgewood | 2 | | | | | 1,402 | 263 |
| | | | | | | | | | | | 6,971 | 3,783 |
| 796 | 69 | M-336 | 7" Pen.Mac. | | Franklin St.Sec.2 | 8 | | | | | | |

cont.

BERGEN COUNTY, cont.

| State House App. | 1016-2 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MUNICIPAL WORK, cont. | | | | | | | |
| 798 | 72 | M-346 | 7"Pen. Mac. | | Blvd.Sec.2,E.Paterson | 9 | | | 7,521 | 4,499 C | | |
| 848 | 75 | M-350 | 6"Pen. Mac. | | CarmitaAv.Rutherford | 18 | | | 15,108 | 9,111 | | |
| 854 | 79 | M-362 | Stone Gd.Rl. | | Var.Rds.Franklin Lakes | 28 | 3,574 | - | 21,211 | 991 | | |
| 853 | 80 | M-363 | 6" Bit. Pen. | | Var.Sts.Midland Pk. | 99 | | | 82,029 | 14,971 | | |
| 851 | 82 | M-365 | 6" Gr. Rd. | | Var.Rds.Park Ridge | 52 | | | | | 25,548 | 2,860 |
| 852 | 83 | M-370 | Drainage | | Lincoln Av.Glen Rock | 42 | | | | | 31,531 | 14,937 |
| 855 | 85 | M-375 | 6" Pen. Mac. | | Radburn Rd. " " | 30 | | | 24,554 | 8,445 | | |
| 905 | 91 | M-385 | 6" Pen. | | Railroad Av.Tenafly | 13 | | | 10,250 | 7,063 C | | |
| 845 | 92 | M-386 | Rd. & Dr. | | E.Oakland Av.Oakland | 54 | | | 44,717 | 4,810 | | |
| 908 | 94 | M-394 | Exc. Dr. | | E.Glenn Ave.Ridgewood | 6 | | | 5,443 | 4,351 C | | |
| 909 | 95 | M-395 | 6" Pen. | | Cecelia Ave.Sec.2, Cliffside Pk. Boro | 4 | | | 3,107 | 2,418 C | | |
| 930 | 97 | M-402 | 6" Pen. | | Front St.Tenafly " | 15 | | | 11,884 | 8,384 C | | |
| 797 | 98 | M-407 | Side.& Curb | | Var.Sts.CliffsidePk. | 88 | | | 78,250 | 13,943 | | |
| | | M- | | | Century Rd.Paramus | | | | | | | |
| | | M- | | | Madison Ave.Sec. 3, Haworth Boro | | | | | | | |
| | | M- | | | Glen Ave.,Washington Twp. | | | | | | | |
| | | | | | | 533 | 3,574 | - | 312,372 | 88,062 | 118,879 | 38,561 |
| | | | | | TOTALS | 3130 | | | 2,126,398 | 328,167 | 120,785 | 39,414 |
| | | | | | | | 1,186,791 | | | | | |
| | | | | | | | | 159,637 | | | | |

BURLINGTON COUNTY — Jan. 1, 1941

| State House App. | 1016-3 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | |
| 685 | 54 | B-167 | Drainage | 39 | Oak Shade to Pemberton Rd. | 197 | 175,406 | 69,340 | | | |
| 826 | 70 | B-191 | Drainage | S41 | Palmyra | 13 | 10,975 | 4,072 | | | |
| 898 | 72 | B-197 | Land.& Drain. | 40 | Red Lion Circle to Buddtown | 303 | | | 249,462 | 266,734 | |
| | | | | | | 513 | 186,381 | 73,412 | 249,462 | 266,734 | |
| | | | | | INSTITUTIONAL | | | | | | |
| 777 | 66 | I-31 | 6"Grav. Rd. | | Fire Rds. Class B | 1147 | | | 924,020 | 23,048* | |
| | 67 | I-32 | 6"Grav. Rd. | | Fire Rds. Class A | 1129 | | | 206,456 | 14,149* | |
| | 68 | I-33 | 6"Grav. Rd. | | Fire Rds. Cla ss C | 528 | | | 425,529 | 11,237* | |
| | | | | | | 2804 | | | 1,556,005 | 48,434 | |
| | | | | | COUNTY WORK | | | | | | |
| 595 | 51 | C-196 | Gen. Impr. | | County Wide | 287 | 982,932 | 253,873 | | | |
| | | C- | Storm Drain | | County Wide | | | | | | |
| | | | | | | 287 | 982,932 | 253,873 | | | |
| | | | | | MUNICIPAL WORK | | | | | | |
| 286 | 9 | M-54 | Gravel Rd. | | Tabernacle-Chatsworth | 72 | | | 59,652 | 6,874 | |
| 589 | 42 | M-239 | 6" Grav. Rd. | | Sandy Ridge Rd. | 51 | 42,258 | 6,401 | | | |
| 585 | 43 | M-248 | Rd. Impr. | | Fostertown-Colemantown | 37 | 29,667 | 9,725 | C | | |
| 723 | 55 | M-297 | Rd. Const. | | Taunton Lakes Rd., Sec. 2, Evesham Twp. | 32 | 22,382 | 5,826 | C | | |

cont.

BURLINGTON COUNTY, cont.

| State House App. | 1016-3 | Spon. No. | Type of Work | Rt. No. Location | Man Yrs. | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|
| | | | | MUNICIPAL WORK, cont. | | | | | |
| 857 | 65 | M-353 | Rd. Const. | Var. Sts., Chester | 13 | 10,643 | 3,469 | | |
| 911 | 73 | M-397 | Rd. & Dr. | Spring Garden St., Palmyra | 13 | 11,120 | 4,701 | | |
| 932 | 75 | M-406 | 6"Comp.Grav. | New Rd.Lumberton & Hainesport Twp. | 33 | 27,007 | 12,165 C | | |
| 951 | 77 | M-419 | Rd.& Dr.Impr. | W.Greenbush Rd., Bass River Twp. | 12 | | | 10,321 | 3,434 |
| | | | | | 263 | 143,077 | 42,287 | 69,973 | 10,298 |
| | | | | TOTALS | 3867 | 1,312,390 | 369,572 | 1,875,[illegible]0 | 325,[illegible]66 |

CAMDEN COUNTY — Jan. 1, 1941

| State House App. | 1016-4 | Spon. No. | Type of Work | Rt. No. Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | BETTERMENT | | | | | | | |
| 505 | 59 | B-132 | Storm Drain | Var.Sts.Haddon Hgts. | 108 | | | 89,117 | 51,556 | | |
| 827 | 98 | B-187 | Drainage | 43 Winslow Twp. | 17 | | | 14,123 | 6,458 | | |
| | | | | | 125 | | | 103,240 | 58,014 | | |
| | | | | INSTITUTIONAL | | | | | | | |
| 780 | 92 | I-22 | Gravel | County Fire Roads | 1093 | | | 824,782 | 29,312 | | |
| | | | | | 1093 | | | 824,782 | 29,312 | | |
| | | | | COUNTY WORK | | | | | | | |
| 174 | 18 | C-53 | New Rd. | Lexington Ave. Ext. | 107 | | | 94,238 | 24,806 | | |
| 603 | 71 | C-182 | Rd. Const. | Var.Rds.Co.Dist.#6 | 130 | | | 652,660 | 131,143 | | |
| 97 | 83 | C-211 | Paint Br. | County Wide | 11 | | | 12,204 | 3,415 | | |
| 878 | 96 | C-221 | Stream Clear. | County " #B & 5A | 1061 | | | 782,678 | 39,266 | | |
| 923 | 105 | C-229 | Rd. & Dr. | Var.Rds.CountyWide 5A | 692 | | | 605,181 | 102,508 | | |
| | | C- | Storm Drain | County Wide | | | | | | | |
| | | | | | 2001 | | | 2,146,961 | 301,138 | | |
| | | | | DIRT ROAD WORK | | | | | | | |
| 766 | 80 | M-2-D | Gravel | Var.Sts.Lindenwold | 2 | | | | | 4,193 | 4,623* |
| 816 | 86 | M-11-D | Gravel | Var.Sts,Berlin | 31 | | | 25,914 | 5,694 | | |
| 817 | 87 | M-12-D | 6" Gravel | Var.Sts.,Waterford | 22 | | | | | 18,043 | 5,833 |
| 880 | 99 | M-22-D | 6" Surf. | Var.Sts.Clementon | 63 | | | | | 51,032 | 12,212 |
| | | | | | 124 | | | 25,914 | 5,694 | 73,268 | 22,668 |
| | | | | MUNICIPAL WORK | | | | | | | |
| 239 | 22 | M-16 | Gr. & Pave. | Glou. Twp.Landing Rd. | 50 | | | 44,138 | 15,210 | | |
| 404 | 47 | M-110 | Gravel Rd. | Var.Sts.Laurel Spring | 31 | 24,181 | - | 17,597 | 8,675 | | |
| 862 | 95 | M-357 | Drainage | Chews Landing Rd. | 26 | | | 23,763 | 5,786 | | |
| 861 | 97 | M-366 | Clear & Grub | Str.Clear.Clementon | 27 | | | 19,198 | 2,949 | | |
| 863 | 103 | M-379 | Str. Clear | Kirkwood & Gibbsboro | 16 | | | 13,386 | 682 | | |
| | | M- | Str. Clear. | Runnemede Boro | | | | | | | |
| | | | | | 150 | 24,181 | - | 118,082 | 33,302 | | |
| | | | | TOTALS | 3493 | 24,181 | - | 224,972 | 427,460 | 73,268 | 22,668 |

CAPE MAY COUNTY — Jan. 1, 1941

| State House App. | 1016-5 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 792 | 26 | B-182 | Grade | 49 & S49 | Cumb. Co. Line | 732 | ——— | ——— | 483,329 | 41,456 |
| | | | | | | 732 | | | 483,329 | 41,456 |
| | | | | | INSTITUTIONAL | | | | | |
| 775 | 24 | I-21 | Gravel | | County Fire Roads | 645 | 436,158 | 9,657 | ——— | ——— |
| | | | | | | 645 | 436,158 | 9,657 | | |
| | | | | | PRIMARY WORK | | | | | |
| 673 | 23 | P-26 | 9" Rein.Conc. | 4 | Sec. 45, Upper Twp. | 66 | 119,497 | 45,977 C | ——— | ——— |
| | | | | | | 66 | 119,497 | 45,977 | | |
| | | | | | DIRT ROAD WORK | | | | | |
| 818 | 28 | M-16-D | | | Fulling Mill Rd. | 100 | 69,560 | 22,238 | | |
| | | M- | | | Var.Sts.Wildwood City | | | | ——— | ——— |
| | | | | | | 100 | 69,560 | 22,238 | | |
| | | | | | MUNICIPAL WORK | | | | | |
| | | | | | | | | | 2,378 | 2,615* |
| 523 | 18 | M-220 | Storm Sewer | | Beach & Cedar Aves. | 3 | | | | |
| 803 | 29 | M-360 | Rd. Impr. | | Var.Sts.,Ocean City | 143 | 103,257 | 57,096 | | |
| 935 | 31 | M-410 | 6" Comp.Grav. | | Pierce Pt.Rd.Middle Twp. | 13 | 8,648 | 2,439 | | |
| | | | | | | 159 | 111,905 | 59,535 | 2,378 | 2,615 |
| | | | | | TOTALS | 1702 | 737,120 | 137,407 | 485,707 | 44,071 |

CUMBERLAND COUNTY — Jan. 1, 1941

| State House App. | 1016-6 Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | BETTERMENT | | | | | | | |
| | B- | | 49 | Shiloh Boro Cont. 6-11 | — | | | | | | |
| | | | | INSTITUTIONAL | | | | | | | |
| 775 | 30 I-36 | 6"Grav.Rds. | | County Wide | 22 | | | 148,467 | 9,390 | | |
| | I- | | | Cumb.Co.Fire Rds."B" | 22 | | | 148,467 | 9,390 | | |
| | | | | MUNICIPAL WORK | | | | | | | |
| 465 | 15 M-169 | Stream Clear. | | Landis Twp. | 65 | | | | | 41,890 | - |
| 864 | 19 M-214 | 6" Grav.Rd. | | McDonald Ave.Morris River | 79 | | | | | 53,819 | 7,201* |
| | 23 M-281 | Drainage | | Landis Twp.Supp.6-33 | 94 | 4,357 | - | 83,521 | 7,570 | | |
| 865 | 28 M-359 | Ditching | | Downe Twp.Twp.Wide | 66 | | | 37,335 | 1,375 | | |
| 952 | 32 M-423 | Str.Clear. | | Var.Rds.Landis Twp. | 492 | | | | | 338,446 | 32,364 |
| | | | | | 796 | 4,357 | - | 120,856 | 8,945 | 434,155 | 39,565 |
| | | | | TOTALS | 829 | 4,357 | - | 269,323 | 18,335 | 434,155 | 39,565 |

# ESSEX COUNTY

Jan. 1, 1941

| State House App. | 1016-7 | Spon. No. | Type of Work | Rt. No. Location | Man Yrs | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | **COUNTY WORK** | | | | | | | | |
| 702 | 50 | C-204 | 7" Pen. Mac. | Sycamore Ave. | 40 | 19,884 | - | 18,236 | 25,030 | C | | |
| 882 | 52 | C-217 | Drainage | Var.Rds.& Streams | 1485 | 402,846 | 10,848 | 811,375 | 40,152 | | | |
| | | | | | 1525 | 422,730 | 10,848 | 829,611 | 65,182 | | | |
| | | | | **DIRT ROAD WORK** | | | | | | | | |
| 767 | 51 | M-9-D | 7" Bit. Pen. | Greenbrook Rd. | 9 | 5,042 | - | 2,463 | 3,970 | | | |
| 884 | 55 | M-25-D | 7" Bit. Pen. | Var.Sts.Nutley Town | 6 | 4,689 | - | 2,773 | 6,024 | | | |
| 940 | 58 | M-28 | Shldrs.& Dr. | Glenview Rd.,etc. N. Caldwell | 6 | 548 | - | 5,102 | 3,222 | | | |
| 937 | 59 | M-29-D | New Channel | Foulerton's Brook Roseland | 14 | | | 14,594 | 1,358 | | | |
| 936 | 60 | M-30-D | 7" Pen. Mac. | Var.Rds.RoselandBoro | 16 | 4,185 | - | 13,080 | 12,817 | | | |
| | 63 | M-34-D | 7" Pen. Mac. | Westover Ave.W.Caldwell | 11 | 9,226 | 6,752 | | | | | |
| | | | | | 62 | 23,690 | 6,752 | 38,011 | 27,391 | | | |
| | | | | **MUNICIPAL WORK** | | | | | | | | |
| 912 | 57 | M-393 | 6" Pen. Mac. | Ozone Ave.Sec.2,Cedar Grove | 9 | 1,223 | - | 6,131 | 5,485 | C | | |
| 953 | 64 | M-424 | 2" Bit. Conc. | Claremont Ave.Montclair | 43 | | | | | | 36,690 | 31,791 |
| | | | | | 52 | 1,223 | - | 6,131 | 5,485 | | 36,690 | 31,791 |
| | | | | **PRIMARY WORK** | | | | | | | | |
| 151 | 9 | P-22 | Const. Rd. | 25 Sec.32, Port St., Newark | 470 | 327,956 | 523,311 | 41,022 | 292,149 | C | | |
| | | | | TOTALS | 2109 | 775,599 | 540,911 | 914,775 | 390,207 | | 36,690 | 31,791 |

# GLOUCESTER COUNTY

Jan. 1, 1941

| State App. | House 1016-8 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **BETTERMENT** | | | | | | | |
| 21 | 2 | B-11 | Widen | 45 | Harrison & Mantua | 98 | 70,383 | 21,300 | 2,623 | - | | |
| 508 | 30 | B-143 | Drainage | 47 | Franklinville | 79 | 61,450 | 9,500 | 55,776 | 19,605 | | |
| 630 | 34 | B-161 | Drainage | 45 | Deptford & Mantua | 8 | 6,915 | 1,387 | 401 | - | | |
| 927 | 46 | B-204 | Drainage | 47 | Sec.7 &Rt.48 Sec. 16,Franklin Twp. | 43 | | | | | 29,485 | 19,390 |
| | | | | | | 232 | 138,748 | 32,187 | 58,800 | 19,605 | 29,485 | 19,390 |
| | | | | | **PRIMARY WORK** | | | | | | | |
| 674 | 37 | P-36 | Misc.Impr. | 51 | Bridgeport-Swedesboro | 99 | 33,496 | 82,305 | 56,782 | 20,978 | C | |
| | | | | | | 99 | 33,496 | 82,305 | 56,782 | 20,978 | | |
| | | | | | **INSTITUTIONAL** | | | | | | | |
| 779 | 44 | I-35 | 6"Grav.Rds | | County WideFireRds | 425 | | | | | 336,989 | 8,222* |
| | | | | | | 425 | | | | | 336,989 | 8,222 |
| | | | | | **COUNTY WORK** | | | | | | | |
| 529 | 26 | C-165 | Drainage | | Glassboro-Williamstown | 80 | 49,011 | 1,967 | 5,288 | 690 | | |
| 807 | 41 | C-218 | Drainage | | County Wide | 472 | 7,650 | 150 | 344,704 | 5,111 | | |
| | | | | | | 512 | 56,661 | 2,117 | 349,992 | 5,801 | | |
| | | | | | **MUNICIPAL WORK** | | | | | | | |
| 633 | 33 | M-268 | Gravel Rd. | | Little Mill Rd. | 57 | | | | | 46,383 | 8,154 |
| 806 | 38 | M-341 | Drainage | | Var.Sts.,Paulsboro | 140 | 52,830 | 12,750 | 66,138 | 9,239 | | |
| 807 | 39 | M-343 | GravelRd. | | Central Pk.,Lakewo | 16 | 1,550 | 350 | 11,727 | 3,746 | | |
| 867 | 43 | M-369 | 6"Grav.Rd | | Coles Mill Rd.,Monroe | 43 | | | 29,560 | 5,989 | | |
| | | M- | Str. | | Clear Elk Twp. Wide | | | | | | | |
| | | | | | | 256 | 54,380 | 13,100 | 107,455 | 18,974 | 46,383 | 8,154 |
| | | | | | TOTALS | 1564 | 273,285 | 129,709 | 573,029 | 65,358 | 412,857 | 35,766 |

## HUDSON COUNTY

Jan. 1, 1941

| State House App. | 1013-9 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | | Written Up Federal | Written Up Sponsor | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PRIMARY WORK | | | | | | | | | |
| 838 | 37 | P-52 | Misc. | 1 | Sec.9, Danford Ave. to Hudson Co. Line | 48 | | | 39,495 | 57,570 | | | | |
| | | | | | | 48 | | | 39,495 | 57,570 | | | | |
| | | | | | COUNTY WORK | | | | | | | | | |
| 885 | 31 | C-222 | Rd.&Dr.Impr. | | County Wide | 1009 | 34,265 | - | 812,952 | 141,658 | | | | |
| | | | | | | 1009 | 34,265 | - | 812,952 | 141,658 | | | | |
| | | | | | MUNICIPAL WORK | | | | | | | | | |
| 913 | 33 | M-392 | Rd.& Drain | | 16th St.Sec.2, W.N.Y. Town | 21 | | | 16,258 | 30,000 | C | | | |
| 941 | 34 | M-405 | Rd.& Drain | | Center Ave.Secaucus Twp. | 44 | 7,512 | - | 30,475 | 102,200 | C | 24,393 | 57,765 | C |
| 942 | 35 | M-408 | Rd.& Drain | | Broadway, N. Borgen | 26 | | | | | | | | |
| 954 | 36 | M-413 | Rd. & Drain | | 26 St.(Now 70th St. Guttonberg Town) | 8 | | | 12,700 | 16,659 | C | | | |
| | | | | | | 99 | 7,512 | - | 59,433 | 148,859 | | 24,393 | 57,765 | |
| | | | | | TOTALS | 1156 | 44,166 | - | 911,880 | 348,087 | | 24,393 | 57,765 | |

HUNTERDON COUNTY — Jan. 1, 1941

| State House App. | 1016-10 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | | |
| 710 | 20 | B-176 | Drainage | 29A | DelRd.Dr.Kingwood | 329 | | | | | 206,381 | 30,537* |
| 901 | 21 | B-196 | Drainage | 30 | Sec.1 E.Amwell Twp. | 7 | | | | | 4,102 | 1,817 |
| | | | | | | 336 | | | | | 210,483 | 32,354 |
| | | | | | PRIMARY WORK | | | | | | | |
| 682 | 17 | P-31 | Rd. Impr. | 28 | Lebanon Boro | 149 | 80,839 | 85,004 | 21,559 | 114,704 C | | |
| | 24 | P-53 | 9" Rein.Concrete | 29 | Sec. 6A,S.Main St. | 31 | | | | | 19,839 | 122,614C |
| | | | | | | 180 | 80,839 | 85,004 | 21,559 | 114,704 | 19,839 | 122,614 |
| | | | | | COUNTY WORK | | | | | | | |
| 534 | 12 | C-158-D | 3" Pen.Mac. | | Mt.Airy-Sergeantsville | 128 | 44,894 | 14,499 | 14,717 | 2,222 | | |
| | | | | | | 128 | 44,894 | 14,499 | 14,717 | 2,222 | | |
| | | | | | DIRT ROAD WORK | | | | | | | |
| 768 | 18 | M-6-D | 3" Bit.Pen. | | Dilts Corner Hdqtrs | Rd. 20 | | | 14,878 | 11,428 | | |
| 769 | 19 | M-8-D | Rd. Impr. | | Var.Sts.Clinton Twp. | 118 | 16,370 | 9,886 | 52,722 | 15,873 | | |
| | | | | | | 138 | 16,370 | 9,886 | 67,600 | 27,301 | | |
| | | | | | MUNICIPAL WORK | | | | | | | |
| 533 | 13 | M-197 | 3" Pen.Mac. | | Sergeantsville-Locktown | 76 | | | 49,213 | 18,599 | | |
| 532 | 14 | M-222 | Gr.Dr.Pave. | | Mt.Airy-Bowne Sta. | 80 | | | 61,424 | 11,604 | | |
| 955 | 25 | M-421 | 3" Pen.Mac. | | Pittstown-Baptistown Rd.,Franklin | 11 | | | 14,254 | 1,418 | | |
| | | | | | | 167 | | | 124,891 | 31,621 | | |
| | | | | | TOTALS | 949 | 142,103 | 109,389 | 228,767 | 175,848 | 230,322 | 154,968 |

MERCER COUNTY — Jan. 1, 1941

| State House App. | 1016-11 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | | |
| | 44 | B-203 | Cent.Is.Curbs | 25 | Sec.26C E.Windsor & Wash.Twps. | 47 | | | | | 41,433 | 28,992 |
| | | | | | | 47 | | | | | 41,433 | 28,992 |
| | | | | | COUNTY WORK | | | | | | | |
| 926 | 39 | C-223 | 8" Pen.Mac. | | Var.Rds.,County Wide | 355 | | | 350,384 | 122,786 | | |
| 925 | 40 | C-227 | Stream Clear. | | Var.Streams " " | 679 | | | 497,881 | 29,310 | | |
| 946 | 41 | C-231 | Br.Culv. | | County Wide | 28 | | | | | 27,010 | 27,187 |
| | | | | | | 1062 | | | 848,265 | 152,096 | 27,010 | 27,187 |
| | | | | | MUNICIPAL WORK | | | | | | | |
| 914 | 42 | M-399 | Rd. & Dr. | | Princeton Turnpike Sec.3,Lawrence Twp. | 15 | | | 12,850 | 14,324 | | |
| 943 | 45 | M-411 | Rd. & Dr. | | Var.Sts.Princeton | 20 | | | 16,794 | 17,268 | | |
| | | | | | | 35 | | | 29,644 | 31,592 | | |
| | | | | | TOTALS | 1144 | - | - | 877,909 | 183,688 | 68,443 | 56,179 |

## MIDDLESEX COUNTY

Jan. 1, 1941

| State House App. | 1019-12 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1016 Federal | 1016 Sponsor | | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | |
| 834 | 44 | B-195 | Drainage | 27 | Sec.3, French St., N.Brunswick Twp. | 18 | 25,303 | 7,887 | | ——— | ——— |
| | | | | | | 18 | 25,303 | 7,887 | | | |
| | | | | | PRIMARY WORK | | | | | | |
| 678 | 40 | P-30 | Rd. Impr. | 25 | Sec. 33,S. Brunwick & Cranbury | 323 | 287,607 | 302,900 | C | | |
| 895 | 45 | P-45 | Rd. Impr. | 25 | Sec. 12B & 13B, Woodbridge Twp. | 32 | 26,512 | 89,461 | C | | |
| 948 | 50 | P-54 | Bit. Conc. | 25 | Sec. 5, Dayton | 27 | 23,209 | 23,448 | | ——— | ——— |
| | | | | | | 382 | 337,328 | 415,809 | | | |
| | | | | | COUNTY WORK | | | | | | |
| 548 | 33 | C-172 | Stream Clear. | | County Wide | 241 | 184,377 | 7,981 | | | |
| 963 | 47 | C-233 | Br.& Culverts | | County Wide | 36 | 33,713 | 15,903 | | | |
| | 51 | C-238 | Rd.& Br.Impr. | | County Wide | 1154 | 942,235 | 339,590 | | ——— | ——— |
| | | | | | | 1451 | 1,124,325 | 363,474 | | | |
| | | | | | DIRT ROAD WORK | | | | | | |
| | | M- | | | Var.Municipal Rds. | | | | | | |
| | | | | | MUNICIPAL WORK | | | | | | |
| | | | | | TOTALS | 1831 | 1,486,956 | 787,170 | | - | - |

## MONMOUTH COUNTY

Jan. 1, 1941

| State House App. | 1016-13 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | | | |
| 832 | 82 | B-194 | Drainage | 33 | Millstone Twp. | 4 | ——— | ——— | 3,098 | 1,089 | ——— | ——— | |
| | | | | | | 4 | | | 3,098 | 1,089 | | | |
| | | | | | INSTITUTIONAL | | | | | | | | |
| 372 | 81 | I-34 | 7" Pen. Mac. | | Marlboro State Hosp., Cont. 13-38 | 56 | ——— | ——— | 39,903 | 40,827 | ——— | ——— | |
| | | | | | | 56 | | | 39,903 | 40,827 | | | |
| | | | | | COUNTY WORK | | | | | | | | |
| 704 | 65 | C-203 | Rd. Const. | | County Wide | 1749 | ——— | ——— | 1,405,975 | 151,465 | ——— | ——— | |
| | | | | | | 1749 | | | 1,405,975 | 151,465 | | | |
| | | | | | DIRT ROAD WORK | | | | | | | | |
| | | M- D | | | Var.Sts.,Fair Haven Boro | | | | | | | | |
| | | | | | MUNICIPAL WORK | | | | | | | | |
| 34 | 6 | B-45 | Drainage | 35 | Neptune &Shrewsburg | 44 | | | | | 26,632 | 13,176 | |
| 554 | 48 | M-187 | Impr.Sts. | | Var.Sts.W.Keansburg | 59 | 20,957 | 236 | 27,482 | 1,672 | | | |
| 556 | 49 | M-188 | Clear & Grade | | Var.Rds.Millstone Twp. | 36 | 1,572 | - | 46,531 | 7,662 | | | |
| 742 | 67 | M-300 | 6" Grav.Rd. | | Lincroft-Middletown Rd. | 20 | | | 24,343 | 6,375 | C | | |
| 871 | 77 | M-351 | 6" Grav.Rd. | | Sea Girt Ave.Wall Twp. | 23 | | | 16,067 | 7,378 | | | |
| 873 | 80 | M-367 | Grav.Oil Rd. | | Var.Sts.Belmar Boro | 37 | | | 30,054 | 17,483 | | | |
| 944 | 85 | M-400 | Rd. Impr. | | 5th Ave.Avon-by-the-Sea | 7 | | | 5,807 | 2,502 | | | |
| 956 | 86 | M-414 | Rd. Impr. | | Montrose Rd.Atlantic | 47 | | | 31,990 | 8,488 | | | |
| 957 | 87 | M-416 | Rd. & Dr. | | Old Mill Rd. Wall Twp. | 47 | | | | | 32,210 | 10,292 | |
| | | | | | | 346 | 22,529 | 236 | 182,274 | 51,560 | 58,842 | 23,468 | |
| | | | | | TOTALS | 2155 | 22,529 | 236 | 1,631,250 | 244,941 | 58,842 | 23,468 | |

## MORRIS COUNTY

Jan. 1, 1941

| State House App. | 1013-14 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| | 2 | B-60 | Widen | 32 | Morris Plains | 6 | | | 3,998 | 1,347 |
| 72 | 7 | B-73 | Widen | 31 | Chester Boro & Twp. | 16 | | | 10,467 | 3,230 |
| 73 | 12 | B-85 | Gutters | 31 | Chester | 8 | | | 4,962 | 3,200 |
| | | | | | | 30 | | | 19,427 | 7,777 |
| | | | | | DIRT ROAD WORK | | | | | |
| 770 | 24 | M-3-D | 4" Grav.Pave. | Var. | Sts.Jefferson Twp. | 261 | | | 186,576 | 73,119 |
| | | | | | | 261 | | | 186,576 | 73,119 |
| | | | | | TOTALS | 291 | | | 206,003 | 80,896 |

## OCEAN COUNTY

Jan. 1, 1941

| State House App. | 1016-15 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 510 | 12 | B-139 | Drain | 37 | Sec. 2, Lavalette | 3 | 3,993 | 5,082 | | |
| | 13 | B-162 | Misc. | S-40 | Sec. 1, Ext. B-67 | 61 | 143,330 | 25,773 | | |
| | | B- | | 4 | Ocean County | 64 | 147,323 | 30,855 | | |
| | | | | | INSTITUTIONAL | | | | | |
| | | | | | Fire Rds. County Wide | 1016 | | | 671,523 | 13,650* |
| 778 | 15 | I-27 | | | Fire Rds. County Wide | | | | 424,431 | 29,487* |
| | 16 | I-28 | | | Fire Rds. County Wide | 1348 | | | 899,661 | 19,180* |
| | 17 | I-29 | | | | 2364 | | | 1,995,615 | 62,317 |
| | | | | | TOTALS | 2428 | 147,323 | 30,855 | 1,995,615 | 62,317 |

# PASSAIC COUNTY

Jan. 1, 1941

| State House App. | 1016-16 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | | |
| 712 | 46 | B-177 | Exc. | 23 | Sec.6,W.Milford | 132 | 37,972 | 4,532 | 99,800 | 2,938 | | |
| | | | | | | 132 | 37,972 | 4,532 | 99,800 | 2,938 | | |
| | | | | | PRIMARY WORK | | | | | | | |
| 683 | 42 | P-28 | Conc.Bridges | 6 | Sec.9,LittleFalls | 412 | 172,866 | 55,510 | 205,652 | 707,235 C | | |
| 788 | 49 | P-39 | Stone Gd.Rl. | S4B | Hawthorne Boro | 2 | 1,255 | - | 7,251 | 246 C | | |
| 840 | 52 | P-42 | Clear & Grub | S4B | Wanaque | 100 | | | 79,790 | 11,530 | | |
| | | P- | | S-3, | Sec.3Valley Road | | | | | | | |
| | | | | | | 514 | 174,121 | 55,510 | 292,693 | 719,011 | | |
| | | | | | COUNTY WORK | | | | | | | |
| 275 | 21 | C-143 | Misc.Rd.Impr. | | County Wide | 120 | | | | | 107,146 | 5,000 |
| | 24 | C-148 | Misc. | | W.Milford,Cont.C-122 | 27 | 23,335 | 2,485 | 16,817 | 1,299 | | |
| 484 | 25 | C-152 | Misc. | | Var.Rds.County Wide | 572 | | | | | 515,829 | 19,023* |
| 560 | 27 | C-154 | 6" Pen.Mac. | | Oakland RingwoodSky. | 494 | 160,706 | 11,842 | 317,194 | 23,208 | | |
| 663 | 39 | C-207 | Grav. Pave. | | L.ShoreGreenwoodLake | 8 | 39,545 | 12,307 | 73,902 | 17,413 | | |
| 783 | 41 | C-206 | Drainage | | Otter Hole Rd. | 6 | | | 8,105 | 3,058 | | |
| 887 | 51 | C-226 | Drainage | | Lincoln Ave.Hawthorne | 14 | | | | | 12,272 | 6,289 |
| 968 | 59 | C-237 | Culverts | | Oakland RingwoodSky. | 17 | | | | | 15,417 | 1,725* |
| | | | | | | 1258 | 223,586 | 26,934 | 416,018 | 44,978 | 650,664 | 32,037 |
| | | | | | MUNICIPAL WORK | | | | | | | |
| 751 | 43 | M-315 | 6" Bit.Pen. | | Summit Ave.&Mohawk | 10 | | | 10,218 | 8,170 C | | |
| 812 | 47 | M-331 | 6" Bit.Mac. | | Indian Rd.Wayne Twp. | | | | 14,747 | 7,167 C | | |
| 811 | 48 | M-333 | 6" Grave. | | La Rue Rd.W.Milford | 45 | 7,947 | | 35,241 | 6,708 | | |
| 916 | 53 | M-389 | Rd. & Dr. | | Mohawk Trail, Sec.2 | 87 | | | 7,319 | 4,287 C | | |
| 919 | 55 | M-396 | 6" Pen.Mac. | | Indian Rd.Wayne Twp. | 9 | | | 7,313 | 12,055 C | | |
| 945 | 57 | M-409 | Drainage | | Hobard Ave. Sec. 2 | 7 | | | 5,695 | 3,179 | | |
| 958 | 58 | M-422 | Rd. & Dr. | | Var.Sts.Prospect Pk. | 11 | | | | | 9,237 | 8,672C |
| | | | | | | 169 | 7,947 | | 80,533 | 41,546 | 9,237 | 8,672 |
| | | | | | TOTALS | 2073 | 443,626 | 86,976 | 889,044 | 808,473 | 659,901 | 40,709 |

## SALEM COUNTY

Jan. 1, 1941

| State House App. | 1016-17 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | |
| 666 | 14 | B-151 | Drainage | 48 | Sec. 19, Pittsgrove | 12 | 10,866 | 688 | | |
| 714 | 18 | B-168 | Drainage | 48 | Pittsgrove & Upper Pittsgrove | 16 | | | 11,575 | 6,139 |
| 795 | 21 | B-181 | Dr. & Const. | 44 | Carneys Pt. Rt. 48 | 26 | 21,859 | 16,068 | | |
| 902 | 27 | B-201 | Drain | 45 | Market St. Salem | 28 | | | 20,094 | 9,417* |
| | | | | | | 105 | 32,725 | 16,756 | 31,669 | 15,556 |
| | | | | | INSTITUTIONAL | | | | | |
| | | I- | | | Salem Fire Rds. Co. Wide | | | | | |
| | | | | | COUNTY WORK | | | | | |
| 421 | 10 | C-125 | Gr. & Dr. | | Penns Grove, Auburn Rd. | 21 | | | 14,935 | 2,433 |
| 889 | 22 | C-219 | 6" Grave.Pave. | | Tattletown Rd. | 145 | | | 64,081 | 14,538 |
| | | | | | | 166 | ——— | ——— | 79,016 | 16,971 |
| | | | | | DIRT ROAD WORK | | | | | |
| 890 | 23 | M-17-D | Storm Sewer | | Willis, Crescent Ave. | 9 | | | 6,572 | 3,102* |
| 892 | 25 | M-19-D | 6" Grave. Pave. | | Var. Sts. Penns Neck | 37 | | | 27,013 | 13,007 |
| | | | | | | 46 | ——— | ——— | 33,585 | 16,109 |
| | | | | | MUNICIPAL WORK | | | | | |
| 813 | 17 | M-289 | 6" Grav. Pave. | | State Pk. Willow Grove | 56 | 38,744 | 8,982 | | |
| 753 | 19 | M-328 | Grav. Pave. | | Sinnickson Landing Rd., Springfield Ave. | 38 | 27,827 | 31,087 C | ——— | ——— |
| | | | | | | 94 | 66,571 | 40,069 | | |
| | | | | | TOTALS | 411 | 99,296 | 56,825 | 144,270 | 48,636 |

## SOMERSET COUNTY

Jan. 1, 1941

| State House App. | 1016-18 Spon. No. | Type of Work | Rt. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SETTLEMENT | | | | | | | | |
| 77 | 4 | D-61 Grade | 31 | Millsborough Twp. | 9 | | | | | | 5,746 | 1,575 |
| | | | | | 9 | | | | | | 5,746 | 1,575 |
| | | | | PRIMARY WORK | | | | | | | | |
| 682 | 34 | P-37 Grade | 28 & 29 | N.Branch to Somerville | 218 | | | 148,322 | 156,819 | C | | |
| | | | | | 218 | | | 148,322 | 156,819 | | | |
| | | | | COUNTY WORK | | | | | | | | |
| | | | | | | | | | | | 8,540 | 7,566 |
| 444 | 21 | C-135 3" Pen.Mac. | | Var.Sts.Franklin Twp. | 12 | | | | | | | |
| | 25 | C-173 Bld.Rd.Br. | | Var.Sts. Bedminster, Cont. C-98-D | 28 | 4,209 | - | 15,751 | 10,834 | | 8,540 | 7,566 |
| | | | | | 40 | 4,209 | - | 15,751 | 10,834 | | | |
| | | | | DIRT ROAD WORK | | | | | | | | |
| | | | | | | | | | | | 10,801 | 9,241* |
| 823 | 33 | M-13-D Dirt Road | | Var.Sts.Franklin Twp. | 15 | | | | | | 4,878 | 4,787 |
| 894 | 36 | M-21-D 6" Pen.Mac. | | Ayres Ave. & Malcolm | 6 | | | | | | | |
| | | | | | 21 | | | | | | 15,679 | 14,028 |
| | | | | MUNICIPAL WORK | | | | | | | | |
| 756 | 29 | M-310 Drainage | | Var.Sts.N. Plainfield | 25 | | | 20,254 | 4,174 | | | |
| | | | | | 25 | | | 20,254 | 4,174 | | | |
| | | | | TOTALS | 313 | 4,209 | - | 184,327 | 173,827 | | 29,965 | 23,169 |

## SUSSEX COUNTY

Jan. 1, 1941

| State House App. | 1016-19 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | Federal | Sponsor | Federal | Sponsor | Federal | Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | | |
| | 9 | B-205 | Rd.Culv.&Dr. | 31 | Sec.11, Andover Boro | 74<br>74 | ——— | ——— | ——— | ——— | 52,397<br>52,397 | 39,462<br>39,462 |
| | | | | | COUNTY WORK | | | | | | | |
| 705 | 5 | C-198 | Drainage | | County Wide | 192<br>192 | 9,690<br>9,690 | 1,401<br>1,401 | 123,729<br>123,729 | 29,798<br>29,798 | ——— | ——— |
| | | | | | MUNICIPAL WORK | | | | | | | |
| 814 | 6 | M-339 | 10"Grav.Pave. | | Lakeshore Dr. Sussex | 7<br>7 | ——— | ——— | ——— | ——— | 5,512<br>5,512 | 2,325*<br>2,325 |
| | | | | | TOTALS | 273 | 9,690 | 1,401 | 123,729 | 29,798 | 57,909 | 41,787 |

UNION COUNTY

Jan. 1, 1941

| State House App. | 1013-20 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COUNTY WORK | | | | | | | |
| 111 | 8 | C-44 | New Const. | | Summit Lane, Mountainside | 103 | 120,553 | 40,576 | | | | |
| 476 | 23 | C-147 | Misc. | | Deer Path Rd. " | 237 | 130,174 | 15,519 | | | | |
| | | | | | | 370 | 250,727 | 56,095 | | | | |
| | | | | | TOTALS | 370 | 250,727 | 56,095 | | | | |

## WARREN COUNTY

Jan. 1, 1941

| State House App. | 1016-21 | Spon. No. | Type of Work | Rt. No. | Location | Man Yrs. | 1014 Federal | 1014 Sponsor | 1016 Federal | 1016 Sponsor | Written Up Federal | Written Up Sponsor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | BETTERMENT | | | | | | | |
| 82 | 4 | B-86 | Drainage | 24 | Washington | 24 | ——— | ——— | ——— | ——— | 16,305 | 5,250 |
| | | | | | | 24 | | | | | 16,605 | 5,250 |
| | | | | | COUNTY WORK | | | | | | | |
| 947 | 9 | C-232 | Rd. & Dr. | | County Wide | 245 | ——— | ——— | 168,271 | 33,485 | ——— | ——— |
| | | | | | | 245 | | | 168,271 | 33,485 | | |
| | | | | | DIRT ROAD WORK | | | | | | | |
| 771 | 6 | M-4-D | Dirt Road | | Var.Sts.Var.Twps. | 93 | 3,405 | - | 67,590 | 20,506 | | |
| 772 | 7 | M-5-D | Dirt Road | | Var.Sts.Var.Twps. | 297 | | | 196,005 | 61,739 | ——— | ——— |
| | | | | | | 390 | 3,405 | - | 263,595 | 82,245 | | |
| | | | | | TOTALS | 659 | 3,405 | - | 431,866 | 115,730 | 16,605 | 5,250 |

March 1, 1941.

Mr. James Logan
State Highway Engineer

Dear Sir:

I am submitting herewith a detailed report and analysis covering the acquisition of rights of way for the Year 1940.

The summary for 1940 shows that the number of agreements approved, awards approved and net condemnations authorized total 978 in the aggregate sum of $2,395,024.61. The actual amount paid out during the Year 1940 on settled cases was $1,888,596.01.

The total cost of operating the Real Estate Division for the Year 1940 was $312,990.56, which is subdivided in the following manner:

| | | |
|---|---|---|
| Negotiating | Bureau | $121,753.06 |
| Title | " | 97,830.16 |
| Legal | " | 93,407.34 |

In addition to actually negotiating for the acquisition of properties needed, the Negotiating Bureau assisted the Construction Division in making preliminary estimates on various lines and also testified or assisted the Trial Attorneys in all condemnation cases before Condemnation Commissioners or Juries.

Respectfully submitted

John Franssen
Senior Right of Way Agent

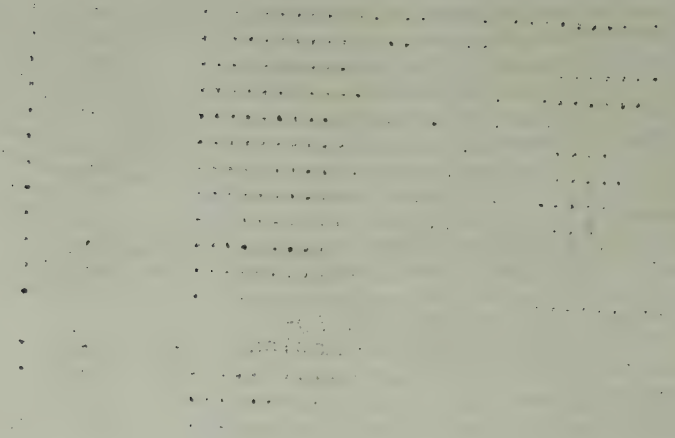
PERSONNEL OF DIVISION OF REAL ESTATE ACQUISITIONS

JANUARY 1, 1940 TO DECEMBER 31, 1940

L. Adler
J. W. Aymar, Jr.
M. Balbresky
H. Beilinson
D. S. Blinn
F. Brenna
M. F. Brennan
J. G. Brown
R. A. Callahan
A. Carrell
F. T. Chiarello
M. E. Cohen
H. W. Denmead
M. Devlin
E. Drake
A. Esposito
G. L. Feaster
J. Franssen
W. R. Hancock
W. B. Hancy
R. Hartgrove
M. Hester
G. R. Hood
F. Hulit
F. Ireton
M. R. Johnson
K. Jones
W. Kirk, Jr.
H. N. Kramer
J. H. Laffan
F. Layton
S. Lefkowitz
C. I. Levine
N. Lister
M. C. Lynch
A. S. Manion
W. Masterton
F. A. Matthews, Jr.
W. J. McCormack
L. S. Naples
J. J. Newmark
W. A. O'Brien
L. Pieslak
M. Pollak
J. L. Prout
V. J. Rebbeck
G. B. Reed
T. Rielly
W. L. Rogers
S. B. Rosen
B. Ruderman
A. St. John
R. Saltzman
V. Sams
W. K. Schanck
F. Schatzman
W. H. Schiller
M. W. Schmidt
L. F. Seale
O. F. Seggel
H. Silverstein
F. Skillman
T. J. Smith
R. A. Snyder
T. W. Stewart
M. D. Swackhamer
A. H. Sweeney
B. C. VanTine
F. Vollmer, Jr.
J. J. Walklet
B. A. Ward
M. G. Ward
P. Ward
J. Watt
H. Weisman

## REAL ESTATE DIVISION - 1940

| | |
|---|---|
| Salaries | $210,559.25 |
| Traveling Expenses | 3,851.83 |
| Supplies | 2,392.84 |
| Equipment | 459.28 |
| Appraisal Services | 38,504.50 |
| Blue Prints | 1,072.67 |
| Telephone | 2,188.97 |
| Advertising | 49.72 |
| Miscellaneous | 68.06 |
| Department Auto and Truck Use | 13,701.55 |
| Titles, County Clerks, etc | 6,324.91 |
| Postage | 779.76 |
| Special Services, Attorneys, Appraisers, Witnesses, Condemnation, etc. | 31,721.80 |
| Condemnation Advertising | 1,222.42 |
| Medical Expense | 3.00 |
| Rent and Light | 90.00 |
| Total cost of Operations for Real Estate Division for the year 1940 | $312,990.56 |



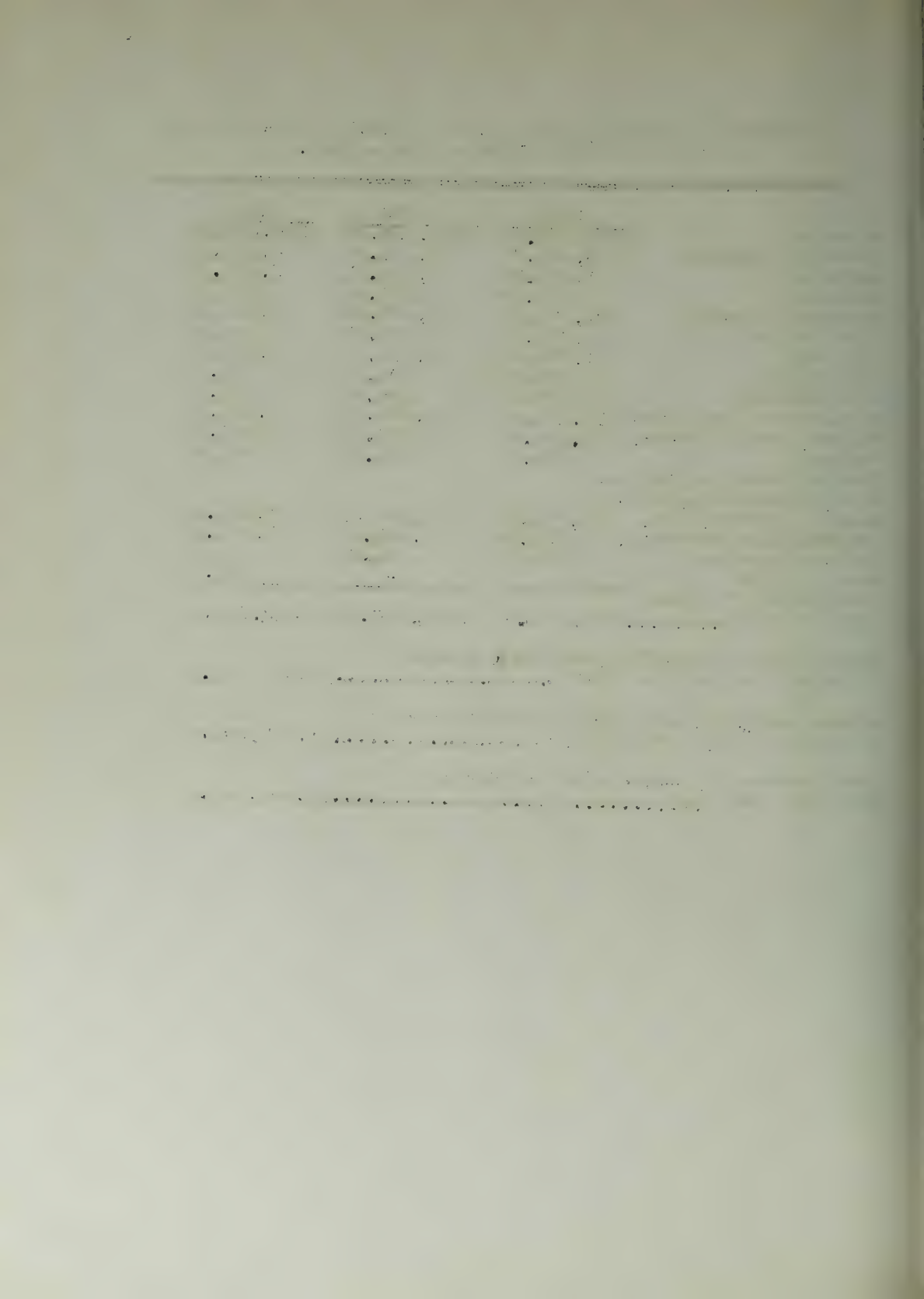
LIST SHOWING COMPARISON OF COST OF OPERATING REAL ESTATE DIVISION DURING 1938 - 1939 - 1940.

| | 1938 | 1939 | 1940 |
|---|---|---|---|
| Salaries | $201,547.10 | $205,523.72 | $210,559.25 |
| Traveling Expense | 3,911.77 | 3,191.66 | 3,851.83 |
| Supplies | 1,952.50 | 1,712.81 | 2,392.84 |
| Equipment | 850.69 | 1,587.96 | 459.28 |
| Appraisal Service | 21,875.00 | 23,491.63 | 38,504.50 |
| Blue Prints | 1,786.10 | 1,120.63 | 1,072.67 |
| Telephone | 1,739.60 | 2,017.22 | 2,188.97 |
| Advertising | 330.55 | 203.88 | 49.72 |
| Miscellaneous | 236.41 | 108.56 | 68.06 |
| Dept.Auto & Truck Use | 13,102.67 | 13,270.01 | 13,701.55 |
| Titles,County Clerks, | 6,390.49 | 7,127.01 | 6,324.91 |
| Postage | 605.88 | 696.54 | 779.76 |
| Special Services (Attorneys, Appraisers, Witnesses, Condem. Etc. | 11,772.26 | 11,867.51 | 31,721.80 |
| Condemnation Advertis. | 1,052.14 | 1,045.10 | 1,222.42 |
| Medical Services | 187.50 | 74.25 | 3.00 |
| Rent & Light | - | - | 90.00 |
| Total Cost of Operating for 1940 ..... | $267,340.66 | $273,766.49 | $312,990.56 |

Total Cost of operating the Real Estate Division for the Year 1940 ..... $312,990.56

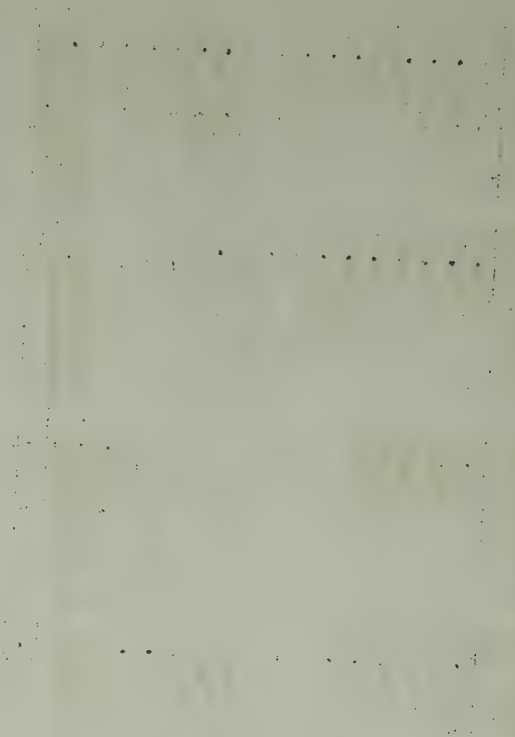
Actual payments made for the acquisition of Right of Way during 1940 .....$1,188,596.01

Total number of cases acted on during the Year 1940 .....$2,395,024.61



COST OF OPERATING THE VARIOUS
BRANCHES OF THE REAL ESTATE DIVISION
FOR THE YEAR 1940

| | Negotiating | Title | Legal | Total |
|---|---|---|---|---|
| Salaries | $ 68,517.76 | $ 85,970.84 | $ 56,070.65 | $210,559.25 |
| Traveling Expense | 627.24 | 3,040.90 | 183.69 | 3,851.83 |
| Supplies | 708.84 | 931.07 | 752.93 | 2,392.84 |
| Telephone | 787.21 | 787.22 | 614.54 | 2,188.97 |
| Miscellaneous | 17.92 | 45.89 | 4.25 | 68.06 |
| Equipment | 20.74 | 406.69 | 31.85 | 459.28 |
| Postage | 269.92 | 269.92 | 239.92 | 779.76 |
| Dept. Auto & Truck Use | 11,136.26 | - | 2,565.29 | 13,701.55 |
| Condemnation Advertising | - | - | 1,222.42 | 1,222.42 |
| Special Services, Attorneys, Appraisers, Witnesses, etc. | - | - | 31,721.80 | 31,721.80 |
| Blue Prints | 1,072.67 | - | - | 1,072.67 |
| Appraisal Service | 38,504.50 | - | - | 38,504.50 |
| Rent & Light | 90.00 | - - | - | 90.00 |
| Titles, County Clerks, etc | - | 6,324.91 | - | 6,324.91 |
| Advertising | - | 49.72 | - | 49.72 |
| Medical Services | - | 3.00 | - | 3.00 |
| Totals | $121,753.06 | $ 97,830.16 | $ 93,407.34 | $312,990.56 |



KEY TO HEADINGS IN ANALYSIS OF NEGOTIATIONS FOR 1940

1. "TOTAL AGREEMENTS 1940" means total agreements approved and will include #2, 4 and 7. 1 = 2 + 4 + 7.

2. "ORIGINAL AGREEMENTS" or agreements approved during 1940, exclusive of compromissary settlements or acceptance of offers.

3. "TOTAL CONDEMNATIONS AUTHORIZED 1940". This includes #4, 5 & 6. 3 = 4 + 5 + 6 (for number of parcels only.)

4. "SETTLED BY COMPROMISSARY AGREEMENTS" includes acceptance of offers and compromissary settlements without hearings, 1940 cases only.

5. "APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940" includes only awards on cases authorized in 1940 settled during 1940 by acceptance of awards, jury awards or compromise.

6. "PENDING" includes condemnations authorized in 1940 on which no settlements or awards have been approved and includes cases under appeal.

7. OLD CONDEMNATIONS - "SETTLED BY AGREEMENT" includes condemnations authorized previous to January 1, 1940 and settled subsequent to January 1, 1940 without hearings.

8. OLD CONDEMNATIONS - "SETTLED BY AWARDS SUBSEQUENT TO AWARDS" includes condemnations authorized previous to January 1, 1940 and settled subsequent to January 1, 1940, either by approval of awards or compromissary settlements subsequent to awards.

9. "TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS, 1940". This includes #5 and 8. 9 = 5 + 8.

10. "TOTAL CASES SETTLED 1940" includes #1 & 9. 10 = 1 + 9.

11. "TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED" includes #10 and 6. 11 = 10 + 6.

12. "OLD CONDEMNATION CASES PENDING" on condemnation cases authorized before 1940 and not yet settled.

13. "TOTAL CONDEMNATION CASES PENDING" includes #6 & 12. 13 = 6 + 12.

14. "OPEN CASES" on which no agreements were approved or no condemnation authorized.

# SUMMARY OF 1940 REAL ESTATE ACQUISITIONS

| | | No. of Par. | Amount |
|---|---|---|---|
| I | AGREEMENTS | | |
| | Original Agreements..... | 650 | $1,402,295.11 |
| | Comp. Agreements on 1940 Auth..... | 92 | 411,257.96 |
| | Comp. Agreements on old auth ..... | 56 | 288,130.15 |
| | Total number of agreements and amount approved during 1940..... | 798 | $2,101,683.22 |
| II | AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS | | |
| | Awards or settlements subsequent to awards on 1940 authorizations ..... | 6 | $ 2,987.50 |
| | Awards or settlements subsequent to awards on old authorizations ..... | 29 | 80,556.22 |
| | Total awards or settlements subsequent to awards approved during 1940 ..... | 35 | $ 83,543.72 |
| III | TOTAL NUMBER OF PARCELS SETTLED DURING 1940 | | |
| | Agreements ..... | 798 | $2,101,683.22 |
| | Awards or settlements subsequent to awards | 33 | 83,543.72 |
| | Total number parcels settled during 1940 | 833 | $2,185,226.94 |
| IV | TOTAL NUMBER OF PARCELS AND AMOUNTS AUTHORIZED FOR CONDEMNATION DURING 1940 | 243 | $ 624,043.13 |
| | Of this number 92 parcels were settled by agreement and 6 parcels on which awards were approved, leaving 145 parcels authorized during 1940 which are still pending. | | |
| V | TOTAL NUMBER OF PARCELS ACTED ON BY THE COMMISSIONER DURING 1940, (INCLUDES NET CONDEMNATIONS AUTHORIZED) | | |
| | Total number of agreements approved .... | 798 | $2,101,683.22 |
| | Total number of awards or settlements subsequent to awards ..... | 35 | 83,543.72 |
| | Total number of net condemnations pending on 1940 authorizations ..... | 145 | 209,797.67 |
| | | 978 | $2,395,024.61 |
| VI | TOTAL NUMBER OF PARCELS AUTHORIZED FOR CONDEMNATION WHICH ARE STILL PENDING. | | |
| | Authorizations previous to Jan. 1, 1940 which are still pending ... | * 49 | $ 427,817.69 |
| | Authorized during 1940 (Still Pending) | 145 | 209,797.67 |
| | Total number of parcels authorized for condemnation which are still pending.... | 194 | $ 637,615.36 |

*Includes Parcel #31 on Route 21, Section #2 on which an official offer of $400,000.00 was authorized in 1932.

VII 566 OPEN CASES NEVER ACTED ON, INCLUDING 7 ON OLD ROUTES.

# ANALYSIS OF 1940 RIGHT OF WAY ACQUISITION



| 1927 ROUTE NUMBERS | | 1 TOTAL AGREEMENTS 1940 | | 2 ORIGINAL AGREEMENTS 1940 | | CONDEMNATION: 3 TOTAL CONDEMNATIONS AUTHORIZED 1940 | | CONDEMNATION: 4 SETTLED BY COMPROMISORY AGREEMENTS 1940 | | CONDEMNATION: 5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | CONDEMNATION: 6 PENDING | | OLD CONDEMNATION SETTLED IN: 7 BY AGREEMENT | | OLD CONDEMNATION SETTLED IN: 8 BY AWARD OR SUBSEQUENT TO AWARDS 1940 | | 9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | 10 TOTAL SETTLED CASES 1940 | | 11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED | | 12 AUTHORIZED BEFORE JANUARY 1, 1940 OLD CONDEMNATION CASES PENDING | | 13 TOTAL CONDEMNATION CASES PENDING | | 14 OPEN CASES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROUTE | SECTION | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO. |
| Cinnam | inson Av | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | |
| 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 4D | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 1 | 9 | | | | | 1 | 4,550.00 | | | | | 1 | 4,550.00 | | | | | | | | | 1 | 4,550.00 | | | 1 | 4,550.00 | 2 |
| 1-4-6 | | | | | | | | | | | | | | | | 1 | 6,000.00 | 1 | 6,000.00 | 1 | 6,000.00 | 1 | 6,000.00 | | | | | |
| 1 | Pt. Lookout | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 3 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 |
| S3 | 1 | | | | | 9 | 5,800.30 | | | | | 9 | 5,800.30 | | | | | | | | | 9 | 5,800.30 | | | 9 | 5,800.30 | 5 |
| 4 | 1A | 1 | 6,525.00 | | | | | | | | | | | 1 | 6,525.00 | | | | | 1 | 6,525.00 | 1 | 6,525.00 | | | | | |
| 4 | 36 | 1 | 500.00 | | | | | | | | | | | 1 | 500.00 | | | | | 1 | 500.00 | 1 | 500.00 | | | | | |
| 4 | 40 | | | | | | | | | | | | | | | 1 | 6,500.00 | 1 | 6,500.00 | 1 | 6,500.00 | 1 | 6,500.00 | 2 | 425.00 | 2 | 425.00 | |
| 4 | 41 | 24 | 26,868.00 | 21 | 15,081.00 | 5 | 11,787.00 | 3 | 11,787.00 | | | | | | | | | | | 24 | 26,868.00 | 24 | 26,868.00 | 1 | 709.00 | 1 | 709.00 | 1 |
| 4 | 42 | 9 | 18,826.00 | 5 | 6,826.00 | | | | | | | | | 4 | 12,000.00 | | | | | 9 | 18,826.00 | 9 | 19,826.00 | | | | | |
| 4 | 43 | 2 | 250.00 | 2 | 250.00 | | | | | | | | | | | | | | | 2 | 250.00 | 2 | 250.00 | | | | | |
| S4 | Outer Bridge | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 4 | Convery Place | 1 | 5.00 | 1 | 5.00 | | | | | | | | | | | | | | | 1 | 5.00 | 1 | 5.00 | | | | | |
| 4 | Union-Ramsay | 5 | 12,487.50 | 5 | 12,487.50 | | | | | | | | | | | | | | | 5 | 12,487.50 | 5 | 12,487.50 | | | | | 4 |
| S4B | 1 | 3 | 3,315.00 | 2 | 3,215.00 | 1 | 50.00 | | | | | 1 | 50.00 | 1 | 100.00 | | | | | 3 | 3,315.00 | 4 | 3,365.00 | 2 | 908.50 | 3 | 958.50 | 5 |
| S4B | 2 | 9 | 7,415.00 | 7 | 5,015.00 | 1 | 125.00 | | | | | 1 | 125.00 | 2 | 2,400.00 | | | | | 9 | 7,415.00 | 10 | 7,540.00 | | | 1 | 125.00 | 10 |
| S4B | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 |
| 6 | 13 | 1 | 900.00 | 1 | 900.00 | | | | | | | | | | | | | | | 1 | 900.00 | 1 | 900.00 | | | | | |
| 6 | 3 | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | |
| 6 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| 6 | 8 | 5 | 12,550.00 | 5 | 12,550.00 | | | | | | | | | | | | | | | 5 | 12,550.00 | 5 | 12,550.00 | | | | | 5 |
| 6 | 9 | 6 | 26,926.00 | 6 | 26,926.00 | | | | | | | | | | | | | | | 6 | 26,926.00 | 6 | 26,926.00 | | | | | 9 |
| 6 | 11 | 2 | 851.00 | 2 | 851.00 | | | | | | | | | | | 1 | 350.00 | 1 | 350.00 | 3 | 1,201.00 | 3 | 1,201.00 | | | | | 1 |
| 6 | 12 | 1 | 650.00 | | | | | | | | | | | 1 | 650.00 | 1 | 100.00 | 1 | 100.00 | 2 | 750.00 | 2 | 750.00 | | | | | |
| 6 | 12A | 2 | 584.00 | 2 | 584.00 | | | | | | | | | | | | | | | 2 | 584.00 | 2 | 584.00 | | | | | |
| 6 | 13 | 31 | 57,121.40 | 18 | 8,243.40 | 6 | 19,800.00 | 5 | 18,550.00 | | | 1 | 1,250.00 | 8 | 30,328.00 | | | | | 31 | 57,121.40 | 32 | 58,371.40 | | | 1 | 1,250.00 | 3 |
| 6 | 21 | 5 | 25,627.00 | 3 | 11,500.00 | | | | | | | | | 2 | 14,027.00 | | | | | 5 | 25,627.00 | 5 | 25,627.00 | | | | | |
| 7 | 1 | 1 | 475.00 | | | | | | | | | | | 1 | 475.00 | | | | | 1 | 475.00 | 1 | 475.00 | 1 | 100.00 | 1 | 100.00 | 1 |
| 10-3 | C.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 |
| 10 | Mt.Pl.Av | 1 | 200.00 | | | | | | | | | | | 1 | 200.00 | | | | | 1 | 200.00 | 1 | 200.00 | | | | | |
| 12 | 2 | 6 | 16,344.85 | | | 2 | 300.00 | 1 | 50.00 | | | 1 | 250.00 | 5 | 16,294.85 | 3 | 675.00 | 3 | 675.00 | 9 | 17,019.85 | 10 | 17,269.85 | | | 1 | 250.00 | 1 |
| 21 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 21 | 2 | | | | | | | | | | | | | | | | | | | | | | | 1 | 400,000.00 | 1 | 400,000.00 | |
| 21 | 4A | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| 21 | 4B-4C | 2 | 51,500.00 | 2 | 51,500.00 | | | | | | | | | | | | | | | 2 | 51,500.00 | 2 | 51,500.00 | | | | | 3 |
| 21-25-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 6 |
| 23 | 8B | 7 | 5,401.00 | 7 | 5,401.00 | | | | | | | | | | | | | | | 7 | 5,401.00 | 7 | 5,401.00 | | | | | 1 |
| 23 | 12 | | | | | | | | | | | | | | | 1 | 2,203.00 | 1 | 2,203.00 | 1 | 2,203.00 | 1 | 2,203.00 | | | | | |
| S-24 | 2 | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | |
| 25 | 1 | 2 | 5,934.00 | 2 | 5,934.00 | | | | | | | | | | | | | | | 2 | 5,934.00 | 2 | 5,934.00 | | | | | |
| 25 | 3D-1A | 17 | 50,449.10 | 10 | 34,578.80 | 3 | 6,300.00 | 3 | 6,300.00 | | | | | 4 | 9,570.30 | | | | | 17 | 50,449.10 | 17 | 50,449.10 | | | | | 1 |
| 25 | 4 | | | | | 1 | 13,833.50 | | | | | 1 | 13,833.50 | | | | | | | | | 1 | 13,833.50 | | | 1 | 13,833.50 | |
| 25 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 25 | 5B-6B | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| 25 | 8 | 1 | 8,250.00 | | | | | | | | | | | 1 | 8,250.00 | | | | | 1 | 8,250.00 | 1 | 8,250.00 | | | | | |
| | | 148 | 339,957.85 | 104 | 201,950.70 | 27 | 62,545.80 | 12 | 38,687.00 | | | 15 | 25,868.80 | 32 | 101,320.15 | 8 | 15,828.00 | 8 | 15,828.00 | 156 | 355,785.85 | 171 | 381,644.65 | 7 | 402,142.80 | 22 | 428,001.30 | 86 |

# ANALYSIS OF 1940 RIGHT OF WAY ACQUISITION

| 1927 ROUTE NUMBERS | | 1 TOTAL AGREEMENTS 1940 | | 2 ORIGINAL AGREEMENTS 1940 | | CONDEMNATION 3 TOTAL CONDEMNATIONS AUTHORIZED 1940 | | 4 SETTLED BY COMPROMISORY AGREEMENTS 1940 | | 5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | 6 PENDING | | OLD CONDEMNATION SETTLED IN 7 BY AGREEMENT | | 8 BY AWARD OR SUBSEQUENT TO AWARDS 1940 | | 9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | 10 TOTAL SETTLED CASES 1940 | | 11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED | | 12 AUTHORIZED BEFORE JANUARY 1, 1941 OLD CONDEMNATION CASES PENDING | | 13 TOTAL CONDEMNATION CASES PENDING | | 14 OPEN CASES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROUTE | SECTION | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | NO. |
| 25 | 10 | 1 | 375.00 | 1 | 375.00 | | | | | | | | | | | | | 1 | 400.00 | 1 | 400.00 | 2 | 775.00 | 2 | 775.00 | | | | |
| 25 | 12 | | | | | 1 | 50.00 | | | | | 1 | 50.00 | | | | | | | | | 1 | 50.00 | | | 1 | 5.00 | 2 | 55.00 | |
| 25 | 13 | 1 | 70.00 | 1 | 70.00 | | | | | | | | | | | | | | | | | 1 | 70.00 | 1 | 70.00 | | | | | 1 |
| 25 | 23 | | | | | | | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | 3 |
| 25 | 26 | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | | | 1 | 1,000.00 | 1 | 1,000.00 | | | | | 1 |
| 25 | 29 | | | | | | | | | | | | | | | | | | | | | 5 | 154,118.50 | 5 | 154,118.50 | | | | | 5 |
| 25 | 30 | 1 | 1,000.00 | 1 | 1,000.00 | | | | | | | | | 1 | 85,000.00 | | | | | | | 12 | 24,888.00 | 15 | 31,507.30 | | | 3 | 6,619.30 | 2 |
| 25 | 32 | 5 | 154,118.50 | 3 | 11,118.50 | 1 | 58,000.00 | 1 | 58,000.00 | | | | | 1 | 4,000.00 | 1 | 5,000.00 | 2 | 5,225.00 | | | 1 | 15,000.00 | 1 | 15,000.00 | | | | | 1 |
| 25 | 33 | 10 | 19,663.00 | 9 | 15,663.00 | 4 | 6,844.30 | | | 1 | 225.00 | 3 | 6,619.30 | | | | | | | | | | | | | 1 | 190.00 | 1 | 190.00 | |
| 25-S26 | 1 | 1 | 15,000.00 | 1 | 15,000.00 | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 25 CL | 2&3 | | | | | | | | | | | | | | | | | | | | | 1 | 47,300.00 | 1 | 47,300.00 | | | | | 1 |
| 25 CL | 4&5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 25 | 34 | 1 | 47,300.00 | 1 | 47,300.00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 3 | | | | | | | | | | | | | | | 2 | 139.00 | 2 | 139.00 | 2 | 139.00 | 2 | 139.00 | 1 | 2.00 | 1 | 2.00 | |
| 26 | 4 | | | | | | | | | | | | | | | 1 | 1,200.00 | 1 | 1,200.00 | 1 | 1,200.00 | 1 | 1,200.00 | | | | | 1 |
| 26 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 74.00 | 1 | 74.00 | |
| S26 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26&27 | Circle | | | | | | | | | | | | | 5 | 23,810.00 | 1 | 8,500.00 | 1 | 8,500.00 | 10 | 67,886.00 | 10 | 67, 886.00 | 3 | 9,073.35 | 3 | 9,073.35 | 18 |
| 28 | 22 | 9 | 59,386.00 | 3 | 32,576.00 | 1 | 3,000.00 | 1 | 3,000.00 | | | | | | | | | | | | | | | | | | | | | |
| 28 | 23 | | | | | | | | | | | 3 | 4,368.95 | | | | | | | | | 29 | 149,580.19 | 32 | 153, 949.14 | | | 3 | 4,368.95 | 6 |
| 28 | 24 | 29 | 149,580.19 | 25 | 124,747.44 | 7 | 29,201.70 | 4 | 24,832.75 | | | 2 | 408.00 | | | | | | | | | 45 | 171,461.85 | 47 | 171,869.85 | | | 2 | 408.00 | 1 |
| 28 | 25 | 45 | 171,461.85 | 32 | 72,143.10 | 15 | 99,726.75 | 13 | 99,318.75 | | | | | 2 | 11,750.00 | | | | | | | 16 | 45,357.60 | 16 | 45,357.60 | | | | | |
| 28 | 26 | 16 | 45,357.60 | 11 | 29,170.00 | 3 | 4,437.60 | 3 | 4,437.60 | | | | | | | | | | | | | | | | | 2 | 150.00 | 2 | 150.00 | 1 |
| 28-24CL | 1A2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| S28 | 1 | | | | | | | | | | | | | | | | | | | | | 26 | 131,402.15 | 47 | 169,824.77 | | | 21 | 38,422.62 | 14 |
| 29 | 2D | 26 | 131,402.15 | 25 | 122,402.15 | 22 | 47,422.62 | 1 | 9,000.00 | | | 21 | 38,422.62 | | | | | | | | | 8 | 34,337.25 | 15 | 53,144.46 | | | 7 | 18,807.21 | 8 |
| 29 | 2E | 8 | 34,337.25 | 6 | 24,537.25 | 9 | 28,607.21 | 2 | 9,800.00 | | | 7 | 18,807.21 | | | | | | | | | | | | | | | | | 1 |
| 29 | 3 | | | | | | | | | | | | | | | | | 3 | 2,600.00 | 49 | 161,605.35 | 55 | 163,539.16 | | | 6 | 1,933.81 | 4 |
| 29 | 3B-1C-2C | 46 | 169,005.35 | 28 | 84,177.85 | 27 | 79,361.31 | 18 | 74,827.50 | 3 | 2,600.00 | 6 | 1,933.81 | | | 1 | 1,200.00 | 1 | 1,200.00 | 1 | 1,200.00 | 1 | 1,200.00 | 1 | 145.50 | 1 | 145.50 | | | |
| 29 | 4 | | | | | | | | | | | | | | | | | | | 10 | 13,835.00 | 10 | 13, 835.00 | | | | | | | 2 |
| 29 | 6A | 10 | 13,835.00 | 10 | 13,835.00 | | | | | | | | | | | 2 | 485.00 | 2 | 485.00 | 3 | 1,944.00 | 3 | 1,944.00 | | | | | | | |
| 29 | 8W | 1 | 1,459.00 | 1 | 1,459.00 | | | | | | | | | | | | | | | 1 | 465.00 | 1 | 465.00 | | | | | | | |
| 29A | 1 | 1 | 465.00 | 1 | 465.00 | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| 29A | 2 | | | | | | | | | | | | | | | | | | | 1 | 10,000.00 | 1 | 10,000.00 | | | | | | | |
| 30 | 2A | 1 | 10,000.00 | 1 | 10,000.00 | | | | | | | 2 | 463.25 | | | | | | | 13 | 4,501.30 | 15 | 4,964.55 | | | 2 | 463.25 | 6 |
| 31 | 11 | 13 | 4,501.30 | 13 | 4,501.30 | 2 | 463.25 | | | | | 1 | 50.00 | | | | | | | | | 1 | 50.00 | 2 | 85.00 | 3 | 135.00 | 1 |
| S31 | 3 | | | | | 1 | 50.00 | | | | | | | | | | | | | 4 | 600.00 | 4 | 600.00 | 1 | 346.50 | 1 | 346.50 | 1 |
| S31 | 4 | 4 | 600.00 | 4 | 600.00 | | | | | | | | | | | | | | | 1 | 400.00 | 1 | 400.00 | | | | | 1 |
| 33 | 3B-3C | 1 | 400.00 | 1 | 400.00 | | | | | | | 7 | 2,355.00 | | | | | | | 28 | 55,852.00 | 35 | 58,207.00 | | | 7 | 2,355.00 | 15 |
| 33-35Conn | 1 | 28 | 55,852.00 | 27 | 40,352.00 | 8 | 17,855.00 | 1 | 15,500.00 | | | | | | | | | | | | | 1 | 250.00 | 1 | 250.00 | | | | | 3 |
| 34 | 5W | 1 | 250.00 | 1 | 250.00 | | | | | | | | | | | | | | | | | 1 | 9,000.00 | 1 | 9,000.00 | 1 | 33.10 | 1 | 33.10 | 2 |
| 34 | 4 | 1 | 9,000.00 | 1 | 9,000.00 | | | | | | | | | | | | | | | | | | | | | 1 | 225.00 | 1 | 225.00 | |
| 34 | 5 | | | | | | | | | | | | | | | | | | | 4 | 21,825.00 | 4 | 21,825.00 | | | | | | | 45 |
| 34 | 6 & 7W | 4 | 21,825.00 | 4 | 21,825.00 | | | | | | | | | | | 1 | 79.75 | 1 | 79.75 | 1 | 79.75 | 1 | 79.75 | | | | | | | 2 |
| 34 | 7 | | | | | | | | | | | | | | | | | | | 2 | 61.00 | 2 | 61.00 | 1 | 60.00 | 1 | 60.00 | | | |
| 35 | 1 | 2 | 61.00 | 1 | 25.00 | 1 | 36.00 | 1 | 36.00 | | | | | | | | | | | 1 | 775.00 | 1 | 775.00 | | | | | | | 2 |
| 35 | 8A | 1 | 775.00 | | | | | | | | | | | 1 | 775.00 | | | | | 1 | 24,000.00 | 1 | 24,000.00 | | | | | | | 1 |
| 35 | 9 | 1 | 24,000.00 | 1 | 24,000.00 | | | | | | | | | | | | | | | | | | | 1 | 500.00 | 1 | 500.00 | | | |
| 35 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 269 | 1,131,081.19 | 214 | 706,993.59 | 102 | 375,055.74 | 45 | 298,752.60 | 4 | 2,825.00 | 53 | 73,478.14 | 10 | 125,335.00 | 10 | 17,003.75 | 14 | 19,828.75 | 283 | 1,150,909.94 | 336 | 1,224,388.08 | 17 | 10,889.45 | 70 | 84,387.59 | 154 | |

# ANALYSIS OF 1940 RIGHT OF WAY ACQUISITION



| 1927 ROUTE NUMBERS | | 1 TOTAL AGREEMENTS 1940 | | 2 ORIGINAL AGREEMENTS 1940 | | CONDEMNATION 3 TOTAL CONDEMNATIONS AUTHORIZED 1940 | | CONDEMNATION 4 SETTLED BY COMPROMISORY AGREEMENTS 1940 | | CONDEMNATION 5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | CONDEMNATION 6 PENDING | | OLD CONDEMNATION SETTLED IN 7 BY AGREEMENT | | OLD CONDEMNATION SETTLED IN 8 BY AWARD OR SUBSEQUENT TO AWARDS 1940 | | 9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | 10 TOTAL SETTLED CASES 1940 | | 11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED | | 12 AUTHORIZED BEFORE JANUARY 1, 1940 OLD CONDEMNATION CASES PENDING | | 13 TOTAL CONDEMNATION CASES PENDING | | 14 OPEN CASES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROUTE | SECTION | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO. |
| 35 | 3T | 6 | 52,425.00 | 6 | 52,425.00 | 1 | 200.00 | | | | | 1 | 200.00 | | | | | | | 6 | 52,425.00 | 7 | 52,625.00 | | | 1 | 200.00 | |
| 35-33A | Marden | 21 | 3,875.00 | 21 | 3,875.00 | 14 | 1,410.00 | | | | | 14 | 1,410.00 | | | | | | | 21 | 3,875.00 | 35 | 5,285.00 | | | 14 | 1,410.00 | 13 |
| 35-33A | Penna. | 1 | 123,740.00 | 33 | 123,740.00 | | | | | | | | | | | | | | | 33 | 123,740.00 | 33 | 123,740.00 | | | | | 2 |
| 35-Ext | 12-13-14 | 4 | 41,900.00 | 1 | 1,150.00 | 1 | 350.00 | | | | | 1 | 350.00 | 3 | 40,800.00 | 1 | 45,260.00 | 1 | 45,260.00 | 5 | 87,160.00 | 6 | 87,510.00 | 1 | 10,000.00 | 2 | 10,350.00 | 4 |
| 36 | 3 | | | | | | | | | | | | | | | 1 | 50.00 | 1 | 50.00 | 1 | 50.00 | 1 | 50.00 | 1 | 10.00 | 1 | 10.00 | |
| 37 | 4 | 1 | 10,000.00 | 1 | 10,000.00 | | | | | | | | | | | | | | | 1 | 10,000.00 | 1 | 10,000.00 | | | | | |
| 40 | 1 | 2 | 2,812.00 | 2 | 2,812.00 | | | | | | | | | | | | | | | 2 | 2,812.00 | 2 | 2,812.00 | | | | | |
| 37 | 9 | 1 | 125.00 | 1 | 125.00 | | | | | | | | | | | 1 | 100.00 | 1 | 100.00 | 2 | 225.00 | 2 | 225.00 | | | | | |
| 37 | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 38 | 2W | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 38-41-S41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 39 | 1A&1C | 8 | 24,256.00 | 5 | 3,856.00 | 2 | 51,096.25 | 1 | 7,500.00 | | | 1 | 43,596.25 | 2 | 12,900.00 | | | | | 8 | 24,256.00 | 9 | 67,852.25 | | | 1 | 43,596.25 | 9 |
| 40 | 2W | | | | | 1 | 257.80 | | | | | 1 | 257.80 | | | 6 | 1,767.44 | 6 | 1,767.44 | 6 | 1,767.44 | 7 | 2,025.24 | 1 | 75.00 | 2 | 332.80 | 10 |
| 40 | 3W | | | | | | | | | | | | | | | 1 | 490.00 | 1 | 490.00 | 1 | 490.00 | 1 | 490.00 | | | | | |
| 40 | 3B | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | |
| 40 | 4A | 2 | 4,400.00 | | | | | | | | | | | 2 | 4,400.00 | | | | | 2 | 4,400.00 | 2 | 4,400.00 | | | | | |
| 40 | 5A | 4 | 1,025.00 | 1 | 25.00 | 1 | 5,626.95 | | | | | 1 | 5,626.95 | 3 | 1,000.00 | | | | | 4 | 1,025.00 | 5 | 6,651.95 | | | 1 | 5,626.95 | 3 |
| 40 | 5B | 49 | 73,297.73 | 42 | 52,938.37 | 31 | 63,943.67 | 7 | 20,359.36 | | | 24 | 43,584.31 | | | | | | | 49 | 73,297.73 | 73 | 116,882.04 | | | 24 | 43,584.31 | 14 |
| 40 | 6A | 5 | 3,367.75 | 5 | 3,367.75 | | | | | | | | | | | | | | | 5 | 3,367.75 | 5 | 3,367.75 | | | | | 1 |
| 40 | 7 | 1 | 2,650.00 | 1 | 2,650.00 | | | | | | | | | | | | | | | 1 | 2,650.00 | 1 | 2,650.00 | | | | | 1 |
| 40 | 8W | 2 | 6,080.00 | | | 2 | 6,080.00 | 2 | 6,080.00 | | | | | | | | | | | 2 | 6,080.00 | 2 | 6,080.00 | | | | | 3 |
| 40 | 10 &11 | 1 | 12.50 | | | 1 | 12.50 | 1 | 12.50 | | | | | | | 1 | 57.03 | 1 | 57.03 | 2 | 69.53 | 2 | 69.53 | 1 | 74.50 | 1 | 74.50 | |
| S40 | 3 | | | | | 1 | 25.00 | | | 1 | 25.00 | | | | | | | 1 | 25.00 | 1 | 25.00 | 1 | 25.00 | 1 | 105.00 | 1 | 105.00 | |
| 41 | 1 | | | | | | | | | | | | | | | | | | | | | | | 1 | 25.00 | 1 | 25.00 | |
| 41 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 41 | 4 | 1 | 600.00 | 1 | 600.00 | | | | | | | | | | | | | | | 1 | 600.00 | 1 | 600.00 | | | | | |
| S41 | 1A&1A-W | | | | | 1 | 1,499.84 | | | | | 1 | 1,499.84 | | | | | | | | | 1 | 1,499.84 | | | 1 | 1,499.84 | |
| S41 | 1W | | | | | | | | | | | | | | | | | | | | | | | | | | | 34 |
| S41 | 2 | 1 | 850.00 | 1 | 850.00 | | | | | | | | | | | | | | | 1 | 850.00 | 1 | 850.00 | | | | | |
| S41 | 2A-3A | 48 | 115,902.84 | 41 | 100,345.34 | 7 | 15,557.50 | 7 | 15,557.50 | | | | | | | | | | | 48 | 115,902.84 | 48 | 115,902.84 | | | | | 2 |
| S41 | 3B-4A | 8 | 760.00 | 8 | 760.00 | 2 | 220.52 | | | | | 2 | 220.52 | | | | | | | 8 | 760.00 | 10 | 980.52 | | | 2 | 220.52 | 94 |
| S41 | 4 | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | 2 |
| 42 | 3A | 1 | 1.00 | | | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | 1 |
| 42 | 4 | 3 | 3.00 | 3 | 3.00 | | | | | | | | | | | | | | | 3 | 3.00 | 3 | 3.00 | | | | | |
| 42 | 6W | 2 | 283.44 | 2 | 283.44 | | | | | | | | | | | | | | | 2 | 283.44 | 2 | 283.44 | | | | | 1 |
| 43 | 12A | | | | | | | | | | | | | | | | | | | | | | | 1 | 4.50 | 1 | 4.50 | |
| 44 | 5 | 1 | 25.00 | 1 | 25.00 | | | | | | | | | | | | | | | 1 | 25.00 | 1 | 25.00 | | | | | |
| 44 | 9 | 7 | 4,575.00 | 7 | 4,575.00 | | | | | | | | | | | | | | | 7 | 4,575.00 | 7 | 4,575.00 | | | | | 92 |
| 44 | 10 | 24 | 25,229.45 | 23 | 28,054.45 | 5 | 6,387.80 | 1 | 175.00 | | | 4 | 6,212.80 | | | | | | | 24 | 28,229.45 | 28 | 34,442.25 | | | 4 | 6,212.80 | 6 |
| 44 | Penns Grove | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | |
| S44 | 1 | | | | | | | | | | | | | | | | | | | | | | | 1 | 1,388.16 | 1 | 1,388.16 | |
| 45 | 1 | 1 | 75.00 | 1 | 75.00 | | | | | | | | | | | | | | | 1 | 75.00 | 1 | 75.00 | | | | | |
| 45 | 2 | 2 | 476.00 | 2 | 476.00 | | | | | | | | | | | | | | | 2 | 476.00 | 2 | 476.00 | | | | | 4 |
| 46 | 8W | | | | | | | | | | | | | | | | | | | | | | | 2 | 28.70 | 2 | 28.70 | |
| 47 | 2 | | | | | | | | | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | |
| 47 | 9 | | | | | 1 | 137.50 | | | 1 | 137.50 | | | | | | | 1 | 137.50 | 1 | 137.50 | 1 | 137.50 | | | | | 1 |
| 47 | 11 | | | | | | | | | | | | | | | | | | | | | | | 1 | 1087.00 | 1 | 1,087.00 | |
| 47 | 12 | | | | | | | | | | | | | | | | | | | | | | | 1 | 50.00 | 1 | 50.00 | |
| 48 | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 242 | 501,749.71 | 212 | 392,964.35 | 72 | 152,806.33 | 20 | 49,685.36 | 2 | 162.50 | 80 | 102,958.47 | 10 | 59,100.00 | 11 | 47,724.47 | 13 | 47,886.97 | 255 | 549,636.68 | 305 | 652,595.15 | 13 | 12,848.86 | 93 | 115,807.33 | 301 |

# ANALYSIS OF 1940 RIGHT OF WAY ACQUISITION

| 1927 ROUTE NUMBERS | | 1 TOTAL AGREEMENTS 1940 | | 2 ORIGINAL AGREEMENTS 1940 | | CONDEMNATION 3 TOTAL CONDEMNATIONS AUTHORIZED 1940 | | CONDEMNATION 4 SETTLED BY COMPROMISORY AGREEMENTS 1940 | | CONDEMNATION 5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | CONDEMNATION 6 PENDING | | OLD CONDEMNATION SETTLED IN 7 BY AGREEMENT | | OLD CONDEMNATION SETTLED IN 8 BY AWARD OR SUBSEQUENT TO AWARDS 1940 | | 9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | 10 TOTAL SETTLED CASES 1940 | | 11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED | | 12 AUTHORIZED BEFORE JANUARY 1, 1940 OLD CONDEMNATION CASES PENDING | | 13 TOTAL CONDEMNATION CASES PENDING | | 14 OPEN CASES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROUTE | SECTION | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | NO. |
| 48 | 22 | | | | | | | | | | | | | | | | | | | | | | | 1 | 59.80 | 1 | 59.80 | | |
| 48 | 23 | | | | | | | | | | | 5 | 90.00 | | | | | | | | | | | 1 | 744.88 | 1 | 744.88 | 15 | |
| 48 | 24 | 18 | 476.00 | 18 | 386.00 | 6 | 180.00 | 3 | 90.00 | | | 1 | 350.00 | | | | | | | 18 | 476.00 | 21 | 566.00 | 4 | 375.00 | 7 | 465.00 | 2 | |
| 48 | 25 | 1 | 50.00 | 1 | 50.00 | 1 | 350.00 | | | | | | | | | | | | | 1 | 50.00 | 2 | 400.00 | | | 1 | 350.00 | | |
| 49 | 5 | 4 | 13.00 | 4 | 13.00 | | | | | | | | | | | | | | | 4 | 13.00 | 4 | 13.00 | | | | | 1 | |
| 49 | 15N | 1 | 450.00 | 1 | 450.00 | | | | | | | | | | | | | | | 1 | 450.00 | 1 | 450.00 | | | 2 | 575.00 | 1 | |
| 49 | 16 | 13 | 18,181.15 | 8 | 8,806.15 | 7 | 9,950.00 | 5 | 9,375.00 | | | 2 | 575.00 | | | | | | | 13 | 18,181.15 | 15 | 18,756.15 | 1 | 10.00 | 1 | 10.00 | | |
| S49 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 51 | 1 | 2 | 200.00 | 2 | 200.00 | | | | | | | | | | | 3 | 2,325.00 | | | 2 | 200.00 | 2 | 200.00 | | | | | 1 | |
| 51 | 2 | 28 | 53,571.40 | 21 | 43,934.40 | 4 | 7,312.00 | 4 | 7,312.00 | | | | | | | | | | | 28 | 53,571.40 | 28 | 53,571.40 | 1 | 108.80 | 1 | 108.80 | 1 | |
| 54 | 1 | 40 | 52,180.42 | 37 | 42,824.42 | 18 | 15,313.26 | 3 | 9,356.00 | | | 16 | 5,957.26 | | | | | | | 40 | 52,180.42 | 55 | 58,137.68 | | | 15 | 5,957.26 | 1 | |
| | TOTAL | 107 | 125,121.97 | 89 | 96,663.97 | 38 | 33,105.26 | 16 | 26,133.00 | | | 21 | 6,972.26 | 3 | 2,325.00 | | | | | 107 | 125,121.97 | 128 | 132,094.23 | 8 | 1,298.48 | 29 | 8,270.74 | 22 | |
| Sheet | 1 | 148 | 339,957.85 | 104 | 201,950.70 | 27 | 62,545.80 | 12 | 36,687.00 | | | 15 | 25,858.80 | 52 | 101,320.15 | 8 | 15,828.00 | 8 | 15,828.00 | 156 | 355,785.85 | 171 | 381,644.65 | 7 | 402,142.50 | 22 | 428,001.30 | 86 | |
| Sheet | 2 | 269 | 1,131,081.19 | 214 | 706,993.59 | 102 | 375,055.74 | 45 | 298,752.60 | 4 | 2,825.00 | 53 | 73,478.14 | 10 | 125,335.00 | 10 | 17,003.75 | 14 | 19,828.75 | 283 | 1,150,909.94 | 336 | 1,224,388.08 | 17 | 10,889.45 | 70 | 84,367.59 | 154 | |
| Sheet | 3 | 242 | 501,749.71 | 212 | 392,964.35 | 72 | 152,806.33 | 20 | 49,685.36 | 2 | 162.50 | 50 | 102,958.47 | 10 | 59,100.00 | 11 | 47,724.47 | 13 | 47,886.97 | 256 | 549,636.68 | 305 | 652,595.15 | 13 | 12,848.86 | 63 | 115,807.33 | 301 | |
| Sheet | 4 | 107 | 125,121.97 | 89 | 96,663.97 | 36 | 33,105.26 | 15 | 26,133.00 | | | 21 | 6,972.26 | 3 | 2,325.00 | | | | | 107 | 125,121.97 | 128 | 132,094.23 | 8 | 1,298.48 | 29 | 8,270.74 | 22 | |
| 1917 | Routes | 32 | 3,772.50 | 31 | 3,722.50 | 6 | 530.00 | | | | | 6 | 530.00 | 1 | 50.00 | | | | | 32 | 3,772.50 | 38 | 4,302.50 | 4 | 638.40 | 10 | 1,188.40 | 7 | |
| Grand | Total | 798 | 2,101,683.22 | 650 | 1,402,295.11 | 243 | 624,043.13 | 92 | 411,257.96 | 6 | 2,987.50 | 145 | 209,797.67 | 56 | 288,130.15 | 29 | 80,556.22 | 35 | 83,543.72 | 833 | 2,185,226.94 | 978 | 2,395,024.61 | 49 | 427,817.69 | 194 | 637,615.36 | 566 | |

# ANALYSIS OF 1940 RIGHT OF WAY ACQUISITION

Sheet 5

| 1937 ROUTE NUMBERS | | 1 TOTAL AGREEMENTS 1940 | | 2 ORIGINAL AGREEMENTS 1940 | | CONDEMNATION 3 TOTAL CONDEMNATIONS AUTHORIZED 1940 | | 4 SETTLED BY COMPROMISORY AGREEMENTS 1940 | | 5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | 6 PENDING | | OLD CONDEMNATION SETTLED IN 7 BY AGREEMENT | | 8 BY AWARD OR SUBSEQUENT TO AWARDS 1940 | | 9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS 1940 | | 10 TOTAL SETTLED CASES 1940 | | 11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED | | 12 AUTHORIZED BEFORE JANUARY 1, 1940 OLD CONDEMNATION CASES PENDING | | 13 TOTAL CONDEMNATION CASES PENDING | | 14 OPEN CASES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROUTE | SECTION | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO | AMOUNT | NO. |
| 1-Ext. Camden | 14B | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| Conn Rd. | 3 | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | |
| 3 | 11A | 2 | 101.00 | 2 | 101.00 | | | | | | | | | | | | | | | 2 | 101.00 | 2 | 101.00 | | | | | |
| 3 | 12 | 1 | 200.00 | 1 | 200.00 | | | | | | | | | | | | | | | 1 | 200.00 | 1 | 200.00 | | | | | |
| 3 | 13 | 6 | 1,334.00 | 6 | 1,334.00 | 2 | 150.00 | | | | | 2 | 150.00 | | | | | | | 6 | 1,334.00 | 8 | 1,484.00 | | | 2 | 150.00 | 1 |
| 4 | 9 | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | 2 |
| 4 | 33A | 1 | 1,241.50 | 1 | 1,241.50 | | | | | | | | | | | | | | | 1 | 1,241.50 | 1 | 1,241.50 | | | | | |
| 4N | 10A | | | | | 2 | 280.00 | | | | | 2 | 280.00 | | | | | | | | | 2 | 280.00 | | | 2 | 280.00 | |
| 6 | 7 | 4 | 53.00 | 4 | 53.00 | | | | | | | | | | | | | | | 4 | 53.00 | 4 | 53.00 | | | | | |
| 6 | 12B | 5 | 190.00 | 5 | 190.00 | | | | | | | | | | | | | | | 5 | 190.00 | 5 | 190.00 | | | | | |
| 12 | 6 | | | | | | | | | | | | | | | | | | | | | | | 1 | 18.40 | 1 | 18.40 | |
| 14 | 9 | 1 | 1.00 | 1 | 1.00 | | | | | | | | | | | | | | | 1 | 1.00 | 1 | 1.00 | | | | | |
| 15 | 2 & 3 | | | | | | | | | | | | | | | | | | | | | | | 1 | 340.00 | 1 | 340.00 | |
| 15 | 8 | | | | | | | | | | | | | | | | | | | | | | | 1 | 270.00 | 1 | 270.00 | |
| 17-S | 1 | 1 | 50.00 | | | | | | | | | | | 1 | 50.00 | | | | | 1 | 50.00 | 1 | 50.00 | | | | | |
| 19 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 18 &20 | 16 & 8 | 2 | 75.00 | 2 | 75.00 | | | | | | | | | | | | | | | 2 | 75.00 | 2 | 75.00 | | | | | |
| 18-S | 19 | | | | | | | | | | | | | | | | | | | | | | | 1 | 10.00 | 1 | 10.00 | |
| 20 | 5 | | | | | 1 | 50.00 | | | | | 1 | 50.00 | | | | | | | | | 1 | 50.00 | | | 1 | 50.00 | 1 |
| 20 | 6 | 3 | 400.00 | 3 | 400.00 | | | | | | | | | | | | | | | 3 | 400.00 | 3 | 400.00 | | | | | |
| 20 | 7 | 4 | 125.00 | 4 | 125.00 | 1 | 50.00 | | | | | 1 | 50.00 | | | | | | | 4 | 125.00 | 5 | 175.00 | | | 1 | 50.00 | |
| Total | | 32 | 3,772.50 | 31 | 3,722.50 | 6 | 530.00 | | | | | 6 | 530.00 | 1 | 50.00 | | | | | 32 | 3,772.50 | 38 | 4,302.50 | 4 | 638.40 | 10 | 1,168.40 | 7 |

Honorable E. Donald Sterner
State Highway Commissioner
Trenton, New Jersey

Dear Commissioner:

Following is a report of the condemnation work throughout the State according to counties and other miscellaneous work from January 1, 1940 to January 1, 1941.

| Number of Cases | | Settlements after institution of proceedings | Awards Paid | Awards Appealed | Jury Verdicts | Awards Appealed | Settled before Trials | Hearings Pending | Appeals Pending |
|---|---|---|---|---|---|---|---|---|---|
| County Atlantic | 8 | | | | | | | 8 | |
| Bergen | 4 | | | 1 $11,274.18 (Further Appeal by State - Settled for $6000.00) | 1 $7,000.00 | 3 $11,434.00 | 3 $15,009.00 | | |
| Burlington | 2 | 1 $1,470.30 | 1 $25.00 | | | | | | |
| Cape May | 3 | | | | | | | 3 | |
| Essex | 2 | 2 $85,200.00 | | | | | | | |
| Gloucester | 3 | 2 $625.00 | 1 $137.50 | | | | | | |
| Hunterdon | 8 | 4 $25,900.00 | 3 $675.00 | | | 1 $9,446.35 | 1 $8,500.00 | | |
| Mercer | 2 | 2 $10,500.00 | | | | | | | |

| Number of Cases | Settlements after institution of proceedings | Awards Paid | Awards Appealed | Jury Verdicts | Awards Appealed | Settled before Trials | Hearings Pending | Appeals Pending |
|---|---|---|---|---|---|---|---|---|
| County Middlesex 15 | 3 $11,725.00<br>1 - Action for taking rescinded | 5 $1,114.00 | 1 $54,747.00<br>1 $290,297.00<br>(No action by the Commissioner) | 1 $49,880.52<br>1 $351,202.00<br>(No action by the Commissioner) | 1 $4,400.00 | 1 $5,000.00 | 3 | |
| Monmouth 7 | 2 $1,275.00 | 2 $6,550.00<br>3 $1,925.00<br>(No action by the Commissioner) | | | | | | |
| Morris 8 | 4 $29,427.00 | 1 $100.00 | 1 $1,225.00 | 1 $365.00 | 1 $2,203.00 | 1 $2,203.00 | 1 | |
| Ocean 11 | 1 - Not to be acquired | 10 $2,494.22 | | | | | | |
| Somerset 3 | 1 $800.00 | 2 $485.00 | | | | | | |
| Union 12 | 5 $13,765.00 | 2 $1,925.00<br>1 $675.00<br>(No action by the Commissioner) | | | 1 $1,000.00 | 1 $1,200.00 | 3 | |
| Totals - 88 | 26- $180,687.30<br>1 - Action for taking rescinded)<br>1 - No to be acquired) | 27- $13,505.72<br>4 - $2,600.00 (No action by the Commissioner) | 2 $55,972.00<br>1 $11,274.18 (Further appeal by State and settled for $6,000.00)<br>1 $290,297.00 (No action by the Commissioner) | 2 $50,245.52<br>1 $7,000.00<br>1 $351,202.00 (No action by the Commissioner) | 7 $28,483.35 | 7 $31,912.00 | 18 | |

# S U M M A R Y

Settlements from January 1, 1940 to January 1, 1941 after institution of proceedings.....26 Cases
Amount of Settlements.....$180,687.30
1 Case started on which action for taking was rescinded.
1 Case started which was decided afterward not to be acquired.

Awards from January 1, 1940 to January 1, 1941.....31 Cases
27 Awards Paid.....$13,505.72
4 Awards pending the action of the Commissioner.....$2,600.00

Settlements after awards and before appeals were tried..... 7 Cases
7 Awards in the amount of $28,483.35 and settled for.....$31,912.00

Appeals tried from January 1, 1940 to January 1, 1941..... 4 Cases
2 Awards appealed totaling $55,972.00 on which verdicts amount to $50,245.52
1 Award appealed in the amount of $11,274.18 on which a verdict was rendered in the amount of $7,000.00. State took further appeal and case was finally settled for $6,000.00.
1 Award appealed in the amount of $290,297.00 on which a verdict was rendered in the amount of $351,202.00 - Awaiting action of the Commissioner.

Cases awaiting hearing before commissioners January 1, 1941.....18 Cases
Cases to be started on which we are awaiting title data.....82 Cases
Cases to be started which are being held for various reasons.....26 Cases

TOTAL NUMBER OF CASES PENDING.....127 Cases

Following is a summary of other miscellaneous work from January 1, 1940 to January 1, 1941:

Damage Claims

341 Claims Pending
2 Claims Cancelled
43 Claims Settled
163 Damage reports received, examined and in some cases investigated

TOTAL number of claims handled.....279

Workmen's Compensation Cases

28 Cases closed out by settlement, or by decision of the Workmen's Compensation Bureau, after hearings, either formal or informal.
14 Pending cases now in Workmen's Compensation Bureau, or which will be submitted to Bureau.
459 Personal injury reports received, examined and in some cases investigated.
1 Case settled in Court of Errors & Appeals.

TOTAL number of claims handled.....502

Miscellaneous

Miscellaneous cases involving investigations of maritime accidents involving our bridges; interviews between employees and insurance company representatives; investigations and reports in connection with discharge and removal of employees from service; preparing for and attending hearings in connection with dismissals on charges; and in connection with showing cause why certain applicants should not be employed or reemployed by the Department; conducting investigations with reference to personnel matters; investigations of liability for medical and hospital bills, adjustment of medical and hospital bills; legal memoranda; preparing and mailing of subpoenas; drafting bond form; examining and approving insurance policies covering property of the State; Dismissal of foreclosure suits;

Injunction suits; Specific Performance cases; County and municipal claims, etc.....58

100 Encroachment cases (John Davison Rockefeller Highway and Route No. 40 in Camden County). Encroachments on about 80 cases have been removed.

Reports of First Aid rendered - received, examined and recorded.....378
Issuance of First Aid replacements for First Aid Kits by order..... 78

Medical & physical Examinations.....1,579
Medical & physical Examinations by Dr. Carhart..... 2
Examinations made of employees injured in line of duty:

| | | | |
|---|---|---|---|
| House Calls - | By Dr. Carhart | - 14 | |
| | By C. I. Levine | - 17 | |
| Office Examinations - | by Dr. Carhart | - 41 | |
| | by C. I. Levine | - 26..... | 98 |

| | | | |
|---|---|---|---|
| Hearings attended: | Informal | - 31 | |
| | Formal | - 16 | |
| | Police Court | - 1 | |
| | Commons Pleas Court | 1 | |
| | Civil Service | - 2 | |
| | Hearing on Dismissal | 2..... | 53 |

Releases approved as to form and obtained execution.....8
Releases drawn for other divisions.....4
Through correspondence, reduction obtained in medical bills - $462.00

33 Cases involving payment of awards into the Court of Chancery, including petition, order and notices in each case.
312 Sixty year titles approved
764 Deeds Approved
648 Invoices approved as to execution on right of way claims

269 Electrical agreements prepared for execution by municipalities and counties involving highway lighting and traffic signals, and the approval of said agreements after execution.
2 Agreements prepared for Maintenance Division for storm water sewers.
1 License Agreement for Erie Railroad Company.
1 Agreement for Jersey City Housing Authority for drainage easement.
14 Agreements for Purchase & Stores Division for road materials.
Sundry other agreements and approval of all contracts for road construction.

David T. Wilentz
David T. Wilentz
Attorney General of New Jersey

William A. O'Brien
William A. O'Brien
Counsel, State Highway Department

Dated: January 20, 1941

Administration,
Purchase & Stores Division.

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The year 1940 was a rather busy year for the Purchase & Stores section of the Administration Division. An effort has been made to carry larger stocks of supplies so that the various divisions in the department are able to draw their requirements more often and eliminate considerable storage space required to take care of the numerous items used throughout the department. This is particularly true of items of stationery such as letterheads and other forms of a general nature.

During the latter part of 1939 a Multilith Duplicator was purchased for the use of the division and by constant efforts, we have placed ourselves in a position to furnish many of the forms used by the department. The operation of the machine has been learned by four (4) employees of the division and the necessity of carrying large stocks of the finished work has been eliminated. The principal item for storage at the present time is sufficient paper to produce the various forms so that the delay which usually resulted in having the work done on the outside may be eliminated.

The cost of producing work on the Multilith has been checked, and we find that it is considerably cheaper to produce this work in our own office than to have it produced by other departments or outside shops.

As a result of the increase and centralization of the stock, this division has charged a total of $17,145.24 to the various divisions in the Highway Department. These charges are made on a quarterly basis and cover only items which are delivered from the stock room maintained by the Administration Division. The charges are distributed on a non-profit basis. The various amounts charged to the divisions are as follows:

| | | |
|---|---|---|
| Construction Division | - | $ 3,639.79 |
| Electrical Division | - | 1,430.34 |
| Maintenance Division | - | 3,829.75 |
| Equipment Division | - | 525.39 |
| Laboratory | - | 1,100.51 |
| Projects Division | - | 5,612.86 |
| Real Estate Division | - | 990.20 |
| Medical Division | - | 16.40 |
| Total ..... | | $17,145.24 |

During the year 3,431 Order Requests were received from the various divisions of the Highway Department. Out of these 1,489 were received from the Maintenance Division, which covered items used in the office as well as in the field. The second largest contributor was our own division, the Purchase & Stores, which

prepared 705 Order Requests. The Purchase & Stores Requests covered automobile parts and accessories in addition to tools and other items stocked by the division. The balance of the requests were received from 8 different divisions, ranging from 19 to 390 in number.

Each of these requests required a certain amount of analysis and finally resulted in the placing of 4,864 orders of various kinds, including 585 Highway Purchase Orders.

Highway Purchase Orders are issued in cases where labor and emergency repair work is involved and in no case is a Highway Purchase Order issued for an item which is to be placed in stock or on our stock shelves.

The orders placed against Accounts R8A, R8F, R8G, and R8D require the preparation of Detailed Applications to be submitted to the State Purchasing Department who in turn receive bids or quotations, as the case may be, and places orders for the items shown on the Detailed Applications. The number of orders issued against the various accounts, together with the approximate money value for each group, is as follows:

| | | |
|---|---|---|
| Highway Purchase Orders | - 585 - | $ 66,476.57 |
| Account R 8 A | - 2,689 - | 582,917.32 |
| Account R 8 F | - 1,518 - | 1,001,860.26 |
| Account R 8 G | - 2 - | 14,660.80 |
| Account R 8 D | - 70 - | 299,635.29 |
| Totals .... | 4,864 - | $ 1,965,550.24 |

As is the case in practically all divisions of the Highway Department, the Purchase & Stores Division is considerably cramped for room. A large part of the work is done in rooms which are poorly lighted and poorly ventilated on the second floor of the Annex.

The mimeographing, printing, duplicating and machine work is done in a room in the basement which is just about one-half the size which could be used to advantage for this particular type of work. As a matter of fact, while the opportunities in this particular branch of the office are great, the possibility of further expansion is prohibited due to lack of floor space.

The Mail Room is in the basement of the building and although additional floor space could be used to advantage, the lack of space does not seriously hamper the work being done by the boys.

The Stock Room is located in a basement room in which there are no windows and the size of which could be doubled and still only take care of the bare necessities of running the division successfully.

R. W. Wildblood,
Supv.,Purchase & Stores Div.

# FINANCIAL REPORT

YEAR 1940

OF THE

STATE HIGHWAY DEPARTMENT

STATE OF NEW JERSEY

AUDITING AND ACCOUNTING BUREAU

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT

*** C O M M E N T S ****

## F u n d s

The total amount of revenue anticipated to be available for appropriation by the Appropriation Act of the year 1940 was $45,327,740.00. This amount was adjusted by the following revenue actually accomplished during the year:

The anticipated deficit as of January 1st, 1940 was reduced from $2,238,000.00 to $2,236,832.89, making available an additional amount of $1,167.11.

The revenue anticipated by the Motor Vehicle Department from motor vehicle fees, fines, etc., was $20,845,000.00. The actual revenue received was $21,378,896.23, an increase of $533,896.23.

The revenue anticipated by the Motor Vehicle Department from motor vehicle inspection fees was $965,000.00. The actual revenue received was $993,864.50, an increase of $28,864.50.

The revenue anticipated by the Gas Tax Division from tax on motor fuels was $23,750,000.00. The actual revenue received was $24,433,919.56, an increase of $683,919.56.

The anticipated revenue from Bus Excise Tax was $85,000.00. The actual revenue received was $101,033.43, an increase of $16,033.43.

The anticipated revenue from Miscellaneous Sources was $400,000.00. The actual revenue, including depreciation charges to operating accounts (Contra) was $301,-098.46, an underrun of $98,901.54.

The total of the above adjustments increased the revenue available for the year by $1,164,979.29, making available a total of $46,492,719.29.

## A p p r o p r i a t i o n s

The total appropriations originally made amounted to $45,327,431.16. Had these not been increased there would have been an unappropriated balance of $1,165,288.13 as of December 31st, 1940. The following additional appropriations, however, were made:

| | |
|---|---|
| Township of Galloway (Chapter 222, P. L. 1940) | $ 110,000.00 |
| Board of Commerce and Navigation (Chapter 237, P. L. 1940) | 32,000.00 |
| Debt Service on Emergency Relief Bonds Issued in 1939 ($21,000,000.00) | 196,875.00 |
| T O T A L | $ 338,875.00 |

increasing the charges against the year's revenue of $45,666,306.16, and resulting in an Unappropriated Balance of $826,413.13 as of December 31st, 1940.

Of the total amount appropriated in the year 1940 ($45,666,306.16) $20,441,985.74, which included $1,520,740.00 of Federal Aid Funds, was appropriated to the State Highway Department for construction, maintenance and lighting of Roads and Bridges of the State Highway System, for State's share of W. P. A. Projects, for Institutional Roads and Approaches and for Administration, Engineering, Inspection and Administrative Costs of Acquiring Right of Way. The Balance or $25,224,320.42 was appropriated as

## A p p r o p r i a t i o n s
(cont'd)

Aid to Counties, Townships and Boros and to various State Departments (See Schedule "B").

### Federal Aid (Special Allotments)

In addition to the funds becoming available to the State Highway Department from the State appropriations, the Federal Government in the year 1940 made the following allotments of Federal Funds to be expended under the supervision of the State Highway Department:

| | |
|---|---|
| For Grade Crossings and Hazards (100% Federal Funds) | $ 584,751.00 |
| For Secondary and Feeder Roads (50% " " ) | 198,357.00 |
| A Total of | $ 783,108.00 |

The Allotment for Secondary and Feeder Roads is matched in most instances by Counties and Rural Municipalities in construction and reconstruction of this class of road (See Schedule "B").

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## YEAR - 1940


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**********

M. L. HOWELL
CHIEF AUDITOR AND ACCOUNTANT

Schedule "A"

State of New Jersey
State Highway Fund
Statement of Revenues and Appropriations
YEAR - 1940

| | | |
|---|---|---|
| **Revenue** | | |
| Deficit January 1st, 1940 | | $ 2,236,832.89* |
| Motor Vehicle Fees, Fines, etc. 1940 | $21,366,127.64 | |
| " " " " "(Restricted Funds) | 12,768.59 | 21,378,896.23 |
| " " Inspection Fees | | 993,864.50 |
| Tax on Motor Fuels, etc. 1940 | $26,753,745.43 | |
| Less Refunds to Users | 2,319,825.87 | 24,433,919.56 |
| Bus Excise Taxes | | 101,033.43 |
| Federal Aid Regular (50%) Allotment | | 1,520,740.00 |
| Miscellaneous Revenue | | 301,099.46 |
| TOTAL REVENUE | | $46,492,719.29 |

Appropriated - Year 1940

| | | |
|---|---|---|
| State Treasurer Debt Service: | | |
| State Highway Bonds | $ 4,202,462.50 | |
| Relief, Institutions & Agencies and Educational Aid Bonds | 4,980,437.50 | |
| Relief Bonds of 1939 Issue | 196,875.00 | 9,379,775.00 |
| County Aid | | 6,735,000.00 |
| Township Aid | | 2,835,000.00 |
| State Highway Department: | | |
| Const. & Purch. of Rt. of Way, State Highway: | | |
| Motor Vehicle & Gas Tax Funds (100% State) | $5,798,260.00 | |
| Federal Aid (Matched Money) | 3,041,480.00 | |
| State's Share of W.P.A. Projects | 4,100,000.00 | |
| Maintenance of Roads & Bridges | 3,400,000.00 | |
| Operation of Bridges | 320,000.00 | |
| Electrical Installation & Maintenance | 980,000.00 | |
| Institutional Roads & Approaches | 400,000.00 | |
| Plant and Equipment | 200,000.00 | |
| Admin,, Engr., Inspec. & Administrative Cost of Acquiring Right of Way | 2,200,000.00 | |
| Miscellaneous Appropriations (Claims) | 2,245.74 | 20,441,985.74 |
| General State Fund (Chapter 125, P. L. 1940) | | 2,519,000.00 |
| Motor Vehicle Department | | 1,848,992.29 |
| Motor Fuel Tax Division | | 246,520.00 |
| Department of State Police | | 597,300.00 |
| Board of Commerce and Navigation | | 677,000.00 |
| Delaware River Joint Toll Bridge Commission | | 102,687.13 |
| State Employees Retirement System | | 147,846.00 |
| Delaware and Raritan Canal Bridge Maintenance | | 25,000.00 |
| Township of Galloway | | 110,000.00 |
| TOTAL APPROPRIATIONS | | $45,656,306.16 |
| Unappropriated Balance Dec. 31, 1940 | | $ 826,413.13 |

* RED figure.

Schedule "B"

State of New Jersey
State Highway Department
Status of Appropriations as of December 31, 1940

| Classification of Expenditure | Balance of Approps. & Commitments Jan. 1,1940 | 1940 Appropriations | Transfers From | Transfers To | Total Allocation Year 1940 | Disbursements to Dec. 31,1940 | Outstanding Contracts & Commitments Dec. 31,1940 | Balance of Appropriations Dec. 31,1940 |
|---|---|---|---|---|---|---|---|---|
| **Construction of State Highway System:** | | | | | | | | |
| Road Contracts | $ 3,361,102.44 | $ 0 | $ 89,495.38(A) | $ 5,826,095.59(B) | $ 9,097,702.65 | $ 3,298,412.93 | $ 5,799,289.72 | $ 0 |
| Bridge & Grade Crossing Contracts | 4,681,315.50 | 0 | 24,512.28(A) | 1,600,133.28(B) | 6,256,936.50 | 4,535,666.45 | 1,721,270.05 | 0 |
| Detours | 0 | 0 | 0 | 1,300.00(B) | 1,300.00 | 0 | 1,300.00 | 0 |
| Purchase of Right of Way | 5,081,043.13 | 0 | 0 | 3,182,000.00(B) | 8,263,043.13 | 1,888,596.01 | 6,374,447.12 | 0 |
| **Balance of Construction Program:** | | | | | | | | |
| Motor Vehicle Fees, etc. | 502,022.32 | 5,800,000.00 | 3,090,729.77(B) | 101,683.79(A) | 3,312,976.34 | 0 | 0 | 3,312,976.34 |
| Federal Aid (Matched Money) | 2,018,257.81 | 3,039,740.00 | 4,121,563.49(B) | 1,740.00(B) | 938,174.32 | 0 | 0 | 938,174.32 |
| " " P. W. A. | 245,451.06(C) | 0 | 245,451.06(B) | 0 | 0 | 0 | 0 | 0 |
| Bonds | 551,399.91 | 0 | 312,499.55(B) | 12,323.87(A) | 251,224.23 | 0 | 0 | 251,224.23 |
| TOTAL STATE HIGHWAY CONSTRUCTION FUNDS - | $16,440,592.17 | $8,839,740.00 | $ 7,884,251.53 | $10,725,276.53 | $28,121,357.17 | $ 9,722,675.39 | $13,896,306.89 | $4,502,374.89 |
| W. P. A. Sponsor's Share State Highway Projects | $ 3,188,639.67 | $4,100,450.00(E) | $ 2,905,820.87(B) | $ 0 | $ 4,383,268.80 | $ 1,879,027.16 | $ 1,440,172.80 | $1,064,068.84 |
| **Maintenance of State Highway System:** | | | | | | | | |
| Roads and Bridges | 1,111,225.96 | 3,400,000.00 | 106,200.00 | 0 | 4,405,025.96 | 3,378,287.69 | 980,146.97 | 46,591.30 |
| **State Highway Lighting & Operation of Bridges:** | | | | | | | | |
| Electrical Installation & Maintenance | 263,520.51 | 980,000.00 | 0 | 33,000.00 | 1,276,520.51 | 992,325.21 | 283,841.78 | 353.52 |
| Operation of Bridges | 5,247.00 | 320,000.00 | 33,000.00 | 0 | 292,247.00 | 287,722.00 | 3,043.91 | 1,481.09 |
| Purchase of Plant & Equipment | 229,002.97 | 200,000.00 | 0 | 95,200.00 | 524,202.97 | 347,609.50 | 175,748.18 | 845.29 |
| Administration, Engineering, Inspection, & Administrative Cost of Acquiring Right of Way | 0 | 2,200,000.00 | 0 | 35,820.87(B) | 2,235,820.87 | 2,235,820.87 | 0 | 0 |
| TOTAL - | $ 4,797,636.11 | $11,200,450.00 | $ 3,045,020.87 | $ 164,020.87 | $13,117,086.11 | $ 9,120,792.43 | $ 2,882,953.64 | $1,113,340.04 |
| **Miscellaneous Projects:** | | | | | | | | |
| Institutional Roads & Approaches: Construction & Maintenance | $ 107,233.71 | $ 400,000.00 | $ 0 | $ 0 | $ 507,233.71 | $ 433,524.48 | $ 73,709.23 | $ 0 |
| Maintenance of Bridges over Del. & Raritan Canal | 13,740.42 | 0 | 0 | 0 | 13,740.42 | 0 | 0 | 13,740.42 |
| Claims | 0 | 2,245.74 | 0 | 0 | 2,245.74 | 2,245.74 | 0 | 0 |
| TOTAL - | $ 120,974.13 | $ 402,245.74 | $ 0 | $ 0 | $ 523,219.87 | $ 435,770.22 | $ 73,709.23 | $ 13,740.42 |
| TOTAL (DEPARTMENTAL APPROPRIATIONS) | $21,359,202.41 | $20,442,435.74 | $10,929,272.40 | $10,889,297.40 | $41,761,663.15 | $19,279,238.04 | $16,852,969.76 | $5,629,455.35 |
| **County and Township Aid (Mandatory):** | | | | | | | | |
| County Aid: Maint., Const., Reconst. of Roads & Bridges, Bonds & Int., Police, Lighting, etc. | $ 1,022,603.50 | $ 6,735,000.00 | $ 184,160.80 | $ 0 | $ 7,573,442.70 | $ 6,561,015.77 | $ 1,012,426.93 | $ 0 |
| Township Aid: Construction | 1,691,908.18 | 2,625,000.00 | 23,500.00 | 0 | 4,293,408.18 | 2,504,586.12 | 1,788,822.06 | 0 |
| Maintenance | 281,813.85 | 210,000.00 | 0 | 0 | 491,813.85 | 230,429.32 | 261,384.53 | 0 |
| State Aid to County Appropriations (Chapter 395, P. L. 1912) | 12,789.03 | 0 | 0 | 0 | 12,789.03 | 0 | 12,789.03 | 0 |
| TOTAL (COUNTY & TOWNSHIP AID APPRO.) - | $ 3,009,114.56 | $ 9,570,000.00 | $ 207,660.80 | $ 0 | $12,371,453.76 | $ 9,296,031.21 | $ 3,075,422.55 | $ 0 |
| **Federal Aid (Special Allotments):** | | | | | | | | |
| Highway Projects W. P. A. (100%) | $ 7,991.09 | $ 0 | $ 0 | $ 0 | $ 7,991.09 | $ 0 | 241.60 | $ 7,749.49 |
| Grade Crossing Project W. P. G. (100%) | 137,663.34 | 0 | 17,118.14 | 0 | 120,545.20 | 80,914.71 | 14,701.19 | 24,929.30 |
| " " & Hazards (100%) | 1,667,516.02 | 584,751.00 | 322.70 | 39,975.00(B) | 2,291,919.32 | 650,348.62 | 716,102.52 | 925,468.18 |
| Secondary & Feeder Roads (50%) | 675,480.95 | 234,786.06(D) | 931.09 | 207,660.80 | 1,116,996.72 | 453,167.87 | 160,916.14 | 502,910.71 |
| Miscellaneous Receipts | 0 | 0 | 0 | 18,371.93 | 0 | 0 | 0 | 0 |
| TOTAL - | $ 2,488,651.40 | $ 819,537.06 | $ 18,371.93 | $ 266,007.73 | $ 3,537,452.33 | $ 1,184,431.20 | $ 891,963.45 | $1,461,057.68 |

(A) Savings on Completed Contracts.
(B) Contracted or Committed - 1940.
(C) Reduced by P. W. A. Funds Cancelled $138,658.94.
(D) Includes County & Twp. Share of $36,429.06.
(E) Includes Amount Received from Municipality as their share of cost $450.00.

Schedule "C"

State of New Jersey
State Highway Department
Statement of Total Assets & Liabilities
Years Ending Dec.31,1939 & Dec.31, 1940

## A S S E T S

| | Dec. 31, 1939 | Dec. 31, 1940 |
|---|---|---|
| Cash Balance | $ 5,461,866.57 | $ 3,545,527.12 |
| " " (Natl. Indust. Recov. Fund) | 125,746.90 | 29,295.63 |
| Cash Due from Motor Vehicle Dept. & Gas Tax Division Account of 1939-40 Collections | 2,438,738.67 | 2,603,410.83 |
| Federal Aid Allotment (P.W.A. Grant 45%) Certified | 1,897,950.00 | 469,600.00 |
| " " " (P.W.A. Grant 45%) Certified - New Garage | 155,325.00 | 155,325.00 |
| " " " Regular | 2,980,330.62 | 2,926,806.87 |
| " " " (National Industrial Recovery Fund) | 31,286.63 | 13,780.04 |
| 1930 Bond Issue Authorized | 12,421,000.00 | 12,421,000.00 |
| Undistributed Material | 307,898.63 | 369,515.30 |
| Plant & Equipment | 1,285,734.81 | 1,437,937.14 |
| Loan to Port of New York Authority, Chap. #121, P. L. 1940 | 0 | 4,300,000.00 |
| T O T A L - | $27,105,877.83 | $28,272,197.93 |

## L I A B I L I T I E S

| | Dec. 31, 1939 | Dec. 31, 1940 |
|---|---|---|
| Road Contracts | $ 3,361,102.44 | $ 5,799,289.72 |
| Detours | 0 | 1,300.00 |
| Bridge Contracts | 4,681,315.50 | 1,721,270.05 |
| W. P. A. Sponsor's State's Share: Projects in Work | 1,770,039.90 | 1,440,172.80 |
| Balance of Construction Program | 1,418,599.77 | 1,064,068.84 |
| Purchase of Right of Way | 5,081,043.13 | 6,374,447.12 |
| Balance of Construction Program | 3,455,790.04 | 4,502,374.89 |
| Allotment to Counties for Maint., Const., Reconst. of Rds. & Brdgs., Bonds & Int., Police & Lighting | 1,022,603.50 | 1,012,426.93 |
| Allotment to Townships & Boros for Construction | 1,691,908.18 | 1,788,822.06 |
| Allotment to Townships & Boros for Maintenance | 281,813.85 | 261,384.53 |
| Allotment for Purchase of Plant & Equipment | 229,002.97 | 176,593.47 |
| " " Maint. of Highways, Roads & Bridges | 1,111,225.96 | 1,026,738.27 |
| " " Lighting of State Highway System & Operation of Bridges: | | |
| Electrical Installation & Maintenance | 263,520.51 | 284,195.30 |
| Operation of Bridges | 5,247.00 | 4,525.00 |
| " for Approaches to Public Institutions | 107,233.71 | 73,709.23 |
| State Aid Appropriations (Chap. 395, P. L. 1911) | 12,789.03 | 12,789.03 |
| Surplus Investment in Plant & Equipment | 1,285,734.81 | 1,437,937.14 |
| Allotment for Maintenance of Bridges over the Del. & Raritan Canal | 13,740.42 | 13,740.42 |
| Reserved to Motor Fuel Tax Dept. for Unpaid Gas Tax Refund Claims | 450,000.00 | 450,000.00 |
| Advance from the U. S. Gov. (Trust Acct.) | 100,000.00 | 0 |
| Emergency Relief (Chap. 330, P. L. 1939) | 3,000,000.00 | 0 |
| Unappropriated Balance | * 2,236,832.89 | 826,413.13 |
| | $27,105,877.83 | $28,272,197.93 |

* DEFICIT

Deficit Caused by Charges Additional to State Highway Fund Appropriation Act

| | |
|---|---|
| Emergency Relief Chap. 330 P. L. 1939 | $3,000,000.00 |
| Motor Vehicle Dept. " 267 " " 1939 | 32,500.00 |
| Board of Commerce & Navigation Chap. 30, P. L. 1939 | 81,250.00 |
| Del. & Raritan Canal Comm. Ch. 282 P.L. 1939 | 8,000.00 |
| Dept. Conserv. & Development " 342 " " 1939 | 100,000.00 |
| | $3,221,750.00 |

Schedule #1

Expenditure and Commitments
Projects Previous to - 1940

| Rt. | Sec. | Local Name | Length in Miles | Type | Contract Bal. Owing Jan.1, 1940 | Contingencies Jan.1, 1940 | Total | Adjustment of Contingencies On | Adjustment of Contingencies Off | Total | Expenditure to Dec.31,1940 | Balance of Commitment Dec.31,1940 | % of Completion 12/31/40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **R O A D S** | | | | | | | | **P R O J E C T S** | | | |
| 4 | 3A&4B | Ft.Lee to Rt.#2(Widening) | 7.234 | 10"R.C. | $ 36,398.89 | $ 3,074.38 | $ 39,473.27 | $ 0 | $ 14,307.87 | $ 25,165.40 | $ 25,165.40 | $ 0 | 100% |
| 4 | 7 | Passaic River Br. Appro. | .0623 | 9" " " | 1,042.81 | 0 | 1,042.81 | 0 | 0 | 1,042.81 | 0 | 1,042.81 | 100 |
| 4 | 40 | Englishtown Rd. to Gordons Corner | 3.884 | 9" " " | 37,593.01 | 12,936,06 | 50,529.07 | 0 | 12,988.27 | 37,540.80 | 37,540.80 | 0 | 100 |
| 4 | 41 | Gordons Cor.-Browntown | 5.155 | 9" " " | 325,984.86 | 16,299.24 | 342,284.10 | 0 | 0 | 342,284.10 | 261,107.78 | 81,176.32 | 93 |
| S4 | Ext. 1 | Rt. #4 to Rt. #35 | 1.087 | 9" " " | 14,343.76 | 7,337.10 | 21,680.86 | 0 | 8,223.00 | 13,457.86 | 13,457.86 | 0 | 100 |
| 6 | 8A | Underpass at Main Ave. & Erie Railroad | 300 Ft. | 9" " " | 2,192.49 | 542.27 | 2,734.76 | 342.60 | 0 | 3,077.36 | 3,077.36 | 0 | 100 |
| 6 | 11 | Troy Brook-Passaic River | 2.585 | Grading | 1,643.95 | 305.90 | 1,949.85 | 0 | 0 | 1,949.85 | 0 | 1,949.85 | 99 |
| 6 | 11A | " " -Bloomfield Ave. | 3.024 | " | 194,595.03 | 14,192.40 | 208,787.43 | 0 | 0 | 208,787.43 | 139,881.35 | 68,906.08 | 93 |
| 6 | 13 | Denville-Cobbs Corner | 2.735 | 10"R.C. | 343,320.99 | 17,166.05 | 360,487.04 | 0 | 0 | 360,487.04 | 301,447.59 | 59,039.45 | 93 |
| 12 | 2 | Croton-Flemington | 5.195 | 9" " " | 64,692.55 | 4,009.12 | 68,701.67 | 2,861.52 | 0 | 71,563.19 | 71,563.19 | 0 | 100 |
| S24 | 1 | Elmora Ave.-Stuyvesant Ave. | 3.817 | 8" " " | 380.46 | 0 | 380.46 | 0 | 0 | 380.46 | 0 | 380.46 | 100 |
| 25 | 4C | Cranbury Tpk., to New Brunswick City Line | 3.054 | 9"&10"R.C. | 266,730.56 | 29,204.78 | 295,935.34 | 25,000.00 | 0 | 320,935.34 | 277,556.75 | 43,378.59 | - |
| 25 | 5B | Amboy Ave.-Plainfield Ave. | 3.634 | 10"R.C. | 0 | 10,023.94 | 10,023.94 | 0 | 8,839.45 | 1,184.49 | 1,184.49 | 0 | 100 |
| 25 | 5C | New Brunswick City Line to Raritan Township Line | 1.329 | 9"&10"R.C. | 15,387.67 | 21,097.77 | 36,485.44 | 33,741.12 | 0 | 70,226.56 | 67,521.99 | 2,704.57 | 100 |
| | | | 2.679 | 10" " " | 0 | 4,332.80 | 4,332.80 | 0 | 4,292.52 | 40.28 | 40.28 | 0 | 100 |
| 25 | 6B | Port Reading R.R., Amboy Ave. | 4.450 | Beaut. | 4,629.41 | 0 | 4,629.41 | 0 | 0 | 4,629.41 | 4,629.41 | 0 | 100 |
| 25 | 26B | Robbinsville-Hightstown | - | " | 41,507.10 | 3,339.20 | 44,846.30 | 0 | 935.94 | 43,910.36 | 43,910.36 | 0 | 100 |
| 25 | 30B | Roadway Approaches to Passaic River Bridge | 2.853 | 10"R.C. | 34,156.94 | 375.50 | 34,532.44 | 0 | 259.88 | 34,272.56 | 34,272.56 | 0 | 100 |
| 25 | 31 | Marlton Pike to Union School House | 2.135 | 9"&10"R.C. | 209,443.84 | 21,902.18 | 231,346.02 | 9,000.00 | 0 | 240,346.02 | 207,779.05 | 32,566.97 | 91 |
| S26 | 1B | Adams Sta.-Cranbury Tpk. | 1.873 | 9" R.C. | 25,037.15 | 191.33 | 25,228.48 | 0 | 334.41 | 24,894.07 | 24,894.07 | 0 | 100 |
| 28/24 | 2 | Straw Church-Rt. #24 | 6.140 | 10"R.C. | 70,676.45 | 9,625.67 | 80,302.12 | 0 | 17,912.11 | 62,390.01 | 62,390.01 | 0 | 100 |
| 29 | 7A,8A, 9B | Chimney Rock Rd. to West End Avenue | 4.001 | 9" R.C. | 1,175.53 | 0 | 1,175.53 | 0 | 0 | 1,175.53 | 0 | 1,175.53 | 100 |
| 29 | 11A | So. Branch Raritan River, Centerville | 1.296 | 9" " " | 2,286.84 | 908.61 | 3,195.45 | 0 | 0 | 3,195.45 | 0 | 3,195.45 | 100 |
| S31 | 3 | Branchville-Culver's Lake | 1.516 | 9" " " | 189,622.47 | 11,218.47 | 200,840.94 | 0 | 0 | 200,840.94 | 157,780.09 | 43,060.85 | 99 |
| S31 | 4 | Branchville Relocation | 1.564 | 9" " " | 8,023.15 | 0 | 8,023.15 | 0 | 0 | 8,023.15 | 8,023.15 | 0 | 100 |
| 35 | 12 | Smith St.-King George's Rd. | 1.908 | 9" " " | 22,773.20 | 15,238.30 | 38,011.50 | 0 | 1,811.95 | 36,199.55 | 36,199.55 | 0 | 100 |
| 35 | 13 | Rt. 35, Ext. from King George's Rd. to Rt. #35 | - | - | 132,800.26 | 6,640.01 | 139,440.27 | 0 | 0 | 139,440.27 | 123,590.47 | 15,849.80 | 100 |
| 35 | 14B | Raritan River Br. Appro. | 0.463 | Rein.Conc. | 101,078.46 | 5,053.92 | 106,132.38 | 2,881.29 | 0 | 109,013.67 | 106,346.50 | 2,667.17 | 100 |
| 35 | 37 | Traffic Circle, Asbury Park | 4.961 | 9" R.C. | 280.70 | 0 | 280.70 | 0 | 0 | 280.70 | 0 | 280.70 | 100 |
| 41 | 1 | Fairview-Runnemede | 6.980 | Rein.Conc. | 482,103.18 | 24,105.06 | 506,208.24 | 0 | 0 | 506,208.24 | 423,679.38 | 82,528.86 | 99 |
| 841 | 2A&3A | Rt.#38 to Kresson | .961 | 9" R.C. | 26,595.03 | 4,237.64 | 30,832.67 | 0 | 0 | 30,832.67 | 10,696.68 | 20,135.99 | 98 |
| 44 | 8 | Bridgeport By-Pass | 1.08 | 9" " " | 7,835.80 | 1,137.91 | 8,973.71 | 0 | 0 | 8,973.71 | 0 | 8,973.71 | 100 |
| | | Imlaystown-Red Val. Rd. | | - | 321,413.60 | 0 | 321,413.60 | 0 | 42,472.19 | 278,941.41 | 20,360.19 | 258,581.22 | - |
| | | Public Utility Rearrangements | | - | 130,860.69 | 0 | 130,860.69 | 0 | 0 | 130,860.69 | 88,603.80 | 42,256.89 | - |
| | | State-Wide Hwy. Planning Proj.#1 | | | | | | | | | | | |
| | | **TOTAL ROADS PREVIOUS TO 1940** | | | $3,116,606.83 | $ 244,495.61 | $3,361,102.44 | $ 73,826.53 | $112,377.59 | $3,322,551.38 | $2,552,700.11 | $769,851.27 | |

# Expenditure and Commitments
## 1940 Projects

| ROAD | | | | PROJECTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rt. | Sec. | Local Name | Length in Miles | Type | Contracts Awarded to Dec.31,1940 | 1940 Contingencies | Total | Adjustment of Contingencies On | Adjustment of Contingencies Off | Total | Expenditure to Dec.31,1940 | Balance of Commitment Dec.31,1940 | % of Completion 12/31/40 |
| S3 | 1A | From Rt. #3 to Rt. #2 | 1.461 | 10"R.C. | $ 223,155.83 | $ 11,157.79 | $ 234,313.62 | $ 0 | $ 0 | $ 234,313.62 | $ 46,712.36 | $187,601.26 | 25% |
| S3 | 1B | Embankment Approach to Erie R. R. Bridge | 0.379 | Grade & Fill | 135,941.00 | 6,797.05 | 142,738.05 | 0 | 0 | 142,738.05 | 0 | 142,738.05 | 0 |
| 4 | 42A | Cheesequake-Browntown | 3.146 | Rein.Conc. | 345,713.24 | 17,285.66 | 362,998.90 | 0 | 0 | 362,998.90 | 0 | 362,998.90 | 0 |
| 6 | 8A&B | Valley Rd. to Lexington Ave. | 3.13 | 10"R.C. | 485,626.50 | 24,281.32 | 509,907.82 | 0 | 0 | 509,907.82 | 12,181.04 | 497,726.78 | 2 |
| 6 | 9 | Relocation of Water Mains | - | Water Mains | 85,663.30 | 4,283.16 | 89,946.46 | 0 | 0 | 89,946.46 | 30,577.32 | 59,369.14 | 85 |
| 6 | 11B&12A | Relocation at Pine Brook | 1.006 | 10"R.C. | 104,108.46 | 5,205.43 | 109,313.89 | 0 | 0 | 109,313.89 | 88,127.23 | 21,186.66 | 97 |
| 23 | 12E | Revision of Traffic Circle at Pecks Corner-Pompton Plains | 0.105 | 9" R.C. | 16,188.54 | 809.43 | 16,997.97 | 0 | 0 | 16,997.97 | 7,997.67 | 9,000.30 | 78 |
| | | | 2.666 | Beautif. | 9,900.15 | 495.00 | 10,395.15 | 0 | 499.00 | 9,896.15 | 9,896.15 | 0 | 100 |
| 25-25B&22C | | Cranbury Relocation | - | Rein.Conc. | 105,889.02 | 5,294.45 | 111,183.47 | 0 | 0 | 111,183.47 | 89,413.14 | 21,770.33 | 100 |
| 25 | 30C | Passaic River Br. Approaches | 6.377 | " " | 670,590.00 | 33,529.50 | 704,119.50 | 0 | 0 | 704,119.50 | 0 | 704,119.50 | 0 |
| 25 | 33A | Deans to Cranbury | | | | | | | | | | | |
| 28 | 23 | Clinton Pt. to C. R. R. Bridge at Annandale | 1.752 | Grade | 232,329.15 | 11,616.45 | 243,945.60 | 0 | 0 | 243,945.60 | 0 | 243,945.60 | 0 |
| 28 | 24 | Van Syckle Corner to White House | 3.453 | Grade | 173,317.30 | 8,665.86 | 181,983.16 | 0 | 0 | 181,983.16 | 15,148.80 | 166,834.36 | 10 |
| 28 | 25 | White House to North Branch | 4.427 | " | 202,375.61 | 10,118.78 | 212,494.39 | 0 | 0 | 212,494.39 | 60,304.50 | 152,189.89 | 40 |
| 29 | 2D | Morris Ave. to Rahway River | 2.745 | 10"R.C. | 351,855.16 | 17,592.75 | 369,447.91 | 0 | 0 | 369,447.91 | 0 | 369,447.91 | 0.9 |
| 29 | 2E | Rahway River-Westfield Ave. | 1.472 | " " " | 285,701.24 | 14,285.06 | 299,986.30 | 0 | 0 | 299,986.30 | 0 | 299,986.30 | 0 |
| 29 | 3B-1C-2C | Widening Public Service Railway to Morris Ave. | 2.574 | 10"R.C. | 313,852.53 | 15,692.61 | 329,545.14 | 0 | 0 | 329,545.14 | 237,325.06 | 92,220.08 | 85 |
| 33&35 | 1 | Rt. #33 at Anderson's Corner to Asbury Avenue | 2.799 | 8" " " | 197,718.67 | 9,885.93 | 207,604.60 | 0 | 0 | 207,604.60 | 40,004.02 | 167,600.58 | 25 |
| | | | - | - | 129,075.04 | 12,907.50 | 141,982.54 | 0 | 119,609.15 | 22,373.39 | 9,393.93 | 12,979.46 | 100 |
| 33&35 | 1 | The Same | 2.018 | 7"Pen.Mac. | 184,336.03 | 9,216.80 | 193,552.83 | 0 | 0 | 193,552.83 | 18,913.66 | 174,639.17 | 17 |
| 35 | 4N 1 | West Long Branch Conn. | | | | | | | | | | | |
| 35 | 12A&13A | Green St. Circle on Route #25 | 0.416 | Beautif. | 33,120.25 | 1,656.01 | 34,776.26 | 0 | 3,424.01 | 31,352.25 | 31,352.25 | 0 | 100 |
| 35 | 14B | So. Approach to Raritan River Bridge | 0.752 | " | 13,997.02 | 699.85 | 14,696.87 | 0 | 0 | 14,696.87 | 7,491.55 | 7,205.32 | 100 |
| 39 | 1B-10A | Route #25 Near Bordentown to White Horse | 2.825 | 9" R.C. | 291,959.80 | 14,597.99 | 306,557.79 | 0 | 0 | 306,557.79 | 0 | 306,557.79 | 2.5 |
| | | | 5.958 | 9" " " | 424,278.58 | 21,213.93 | 445,492.51 | 0 | 0 | 445,492.51 | 0 | 445,492.51 | 0 |
| S41 | 3B-4A | Kresson to Route #43 | 3.203 | Grade | 208,754.95 | 10,437.74 | 219,192.69 | 0 | 0 | 219,192.69 | 0 | 219,192.69 | 0 |
| 44 | 9 | Westville to Pierce's Corner | 2.873 | 9" R.C. | 283,132.19 | 14,156.60 | 297,288.79 | 0 | 0 | 297,288.79 | 17,788.10 | 279,500.69 | 18 |
| 44 | 10 | Bridgeport to Nortonville | | | | | | | | | | | |
| | | Construction by Agreement | | | 3,775.25 | 0 | 3,775.25 | 0 | 0 | 3,775.25 | 3,775.25 | 0 | - |
| | | Public Utility Rearrangements | | | 47,335.84 | 0 | 47,335.84 | 0 | 0 | 47,335.84 | 17,794.89 | 29,540.95 | - |
| | | State-Wide Highway Planning Project | | | 45,622.20 | 0 | 45,622.20 | 0 | 0 | 45,622.20 | 0 | 45,622.20 | - |
| | | Construction by Maintenance | | | 78.23 | 0 | 78.23 | 0 | 0 | 78.23 | 78.23 | 0 | 100 |
| 2 | 7A&8A | Saddle River Road | - | - | | | | | | | | | |

## Expenditure and Commitments
## 1940 Projects
( 2 )

| ROAD Rt. | Sec. | Local Name | Length in Miles | Type | PROJECTS Contracts Awarded to Dec.31,1940 | 1940 Contingencies | Total | Adjustment of Contingencies On | Adjustment of Contingencies Off | Total | Expenditure to Dec.31, 1940 | Balance of Commitment Dec.31,1940 | % of Completion 12/31/40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Construction by Maintenance (cont'd) | | | | | | | | | | | |
| 4 | 36 | Freehold Circle | - | - | $ 1,151.41 | $ 0 | $ 1,151.41 | $ 0 | $ 0 | $ 1,151.41 | $ 1,151.41 | $ 0 | 100% |
| 6 | - | Cobb's Corner-Troy Brook | - | - | 255.99 | 0 | 255.99 | 0 | 0 | 255.99 | 255.99 | 0 | 100 |
| 31 | 6 | Bedminster-Gladstone | - | Drains,etc. | 10,002.30 | 0 | 10,002.30 | 0 | 0 | 10,002.30 | 30.27 | 9,972.03 | - |
| | | TOTAL ROADS 1940 PROJECTS | | | $5,616,800.78 | $ 281,882.65 | $ 5,898,683.43 | $ 0 | $123,532.16 | $5,775,151.27 | $ 745,712.82 | $5,029,438.45 | |
| | | TOTAL ROADS PREVIOUS TO 1940 | | | 3,116,606.83 | 244,495.61 | 3,361,102.44 | 73,826.53 | 112,377.59 | 3,322,551.38 | 2,552,700.11 | 769,851.27 | |
| | | | | | $8,733,407.61 | $ 526,378.26 | $ 9,259,785.87 | $ 73,826.53 | $235,909.75 | $9,097,702.65 | $3,298,412.93 | $5,799,289.72 | |

## Analysis of Expenditure and Commitments
## By Funds

For the Period Ending December 31, 1940

| Funds | Total | Expenditure | Commitments |
|---|---|---|---|
| National Industrial Recovery Highway Fund | $ 23,607.10 | $ 13,457.86 | $ 10,149.24 |
| Regular Federal Aid | 3,019,483.43 | 1,356,294.55 | 1,663,188.88 |
| Gas Tax, Motor Vehicle Fees, Fines, etc. | 6,054,612.12 | 1,928,660.52 | 4,125,951.60 |
| TOTAL - | $9,097,702.65 | $3,298,412.93 | $5,799,289.72 |

Expenditure and Commitments
Projects Previous to 1940

| BRIDGE | | | PROJECTS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rt. | Sec. | Local Name | Contract Bal. Owing Jan. 1, 1940 | Contingencies Jan. 1, 1940 | Total | Adjustment of Contingencies On | Adjustment of Contingencies Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 | % of Completion Dec.31,1940 |
| 1 | 11 | Lincoln Highway to Wilson Ave. | $ 1,265.00 | $ 0 | $ 1,265.00 | $ 6,235.00 | $ 0 | $ 7,500.00 | $ 7,500.00 | $ 0 | 100% |
| 4 | 40 | 5 Small Stream Bridges | 3,224.70 | 1,473.23 | 4,697.93 | 0 | 1,295.43 | 3,402.50 | 3,402.50 | 0 | 100 |
| 4 | 40 | Gordon's Corner Underpass | 6,548.75 | 2,684.11 | 9,232.86 | 0 | 2,438.19 | 6,794.67 | 6,794.67 | 0 | 100 |
| 4 | 41 | 5 Stream Bridges | 59,663.00 | 2,983.15 | 62,646.15 | 0 | 0 | 62,646.15 | 53,632.46 | 9,013.69 | 100 |
| 6 | 8A | Underpass at Main Ave. & Erie R.R., Clifton | 10,995.26 | 3,337.30 | 14,332.56 | 0 | 2,012.24 | 12,320.32 | 12,320.32 | 0 | 100 |
| 6 | 8A | Erie R.R. Underpass | 465.21 | 0 | 465.21 | 0 | 1,217.59 | 752.38* | 752.38* | 0 | 100 |
| 6 | 11 | Passaic River (2 Bridges) | 106,296.90 | 5,521.55 | 111,818.45 | 0 | 3,036.45 | 108,782.00 | 108,782.00 | 0 | 100 |
| 6 | 11A | 3 Bridges, Bloomfield Ave., Passaic River Blvd. & Rockaway River | 47,542.49 | 10,714.66 | 58,257.15 | 0 | 0 | 58,257.15 | 44,288.24 | 13,968.91 | 100 |
| 6 | 12 | Passaic River Bridge | 132,509.68 | 7,242.20 | 139,751.88 | 0 | 0 | 139,751.88 | 112,021.33 | 27,730.55 | 99 |
| 6 | 13 | Troy Brook Bridge | 13,679.00 | 683.95 | 14,362.95 | 0 | 0 | 14,362.95 | 12,249.61 | 2,113.34 | 100 |
| 10 | A&B | Hackensack River Bridge | 8,520.48 | 6,634.14 | 15,154.62 | 0 | 0 | 15,154.62 | 0 | 15,154.62 | 100 |
| 12 | 2 | Bridge over Plum Brook | 480.83 | 462.40 | 943.23 | 0 | 462.40 | 480.83 | 480.83 | 0 | 100 |
| 12 | 2 | 2 Bridges, Wichecheoke Cr. & Mine Brook | 2,854.89 | 1,307.25 | 4,162.14 | 0 | 1,210.08 | 2,952.06 | 2,952.06 | 0 | 100 |
| 24/28 | C.L. | D.L.&W. R.R. Bridge | 5,516.52 | 0 | 5,516.52 | 0 | 0 | 5,516.52 | 5,516.52 | 0 | 100 |
| 25 | 30B | Passaic Riv. Br., Appr. Piers | 32,337.99 | 8,774.17 | 41,112.16 | 0 | 6,533.95 | 34,578.21 | 34,578.21 | 0 | 100 |
| 25 | 30B | " " " " Super | 1,099,505.62 | 54,975.28 | 1,154,480.90 | 0 | 0 | 1,154,480.90 | 958,734.43 | 195,746.47 | 99 |
| 25 | 31 | Bridge under Road Contract | 454.35 | 163.26 | 617.61 | 0 | 163.26 | 454.35 | 454.35 | 0 | 100 |
| 28 | 12 | Robinson's Branch Bridge | 9,349.50 | 934.95 | 10,284.45 | 0 | 542.91 | 9,741.54 | 9,741.54 | 0 | 100 |
| 28/24 | CL 2 | Straw Church to Route #24 | 3,960.51 | 1,314.50 | 5,275.01 | 0 | 1,517.02 | 3,757.99 | 3,757.99 | 0 | 100 |
| S31 | 4 | Culvers Brook Bridge | 9,106.04 | 1,137.05 | 10,243.09 | 2,000.00 | 0 | 12,243.09 | 9,402.95 | 2,840.14 | 100 |
| S31 | 3 | Branchville to Culvers Lake Bridge | 250.00 | 769.77 | 1,019.77 | 0 | 0 | 1,019.77 | 0 | 1,019.77 | 100 |
| S31 | 4 | D.L.&W. R.R. Overpass | 128,698.50 | 6,434.92 | 135,133.42 | 0 | 0 | 135,133.42 | 113,773.54 | 21,359.88 | 100 |
| 35 | 12 | Smith St.-King Georges Road | 140.18 | 0 | 140.18 | 0 | 0 | 140.18 | 140.18 | 0 | 100 |
| 35 | 13 | Overpass at Main St., Metuchen Ave., & Widening of Port Reading R.R. Bridge | 11,011.35 | 5,789.92 | 16,801.27 | 0 | 5,789.92 | 11,011.35 | 11,011.35 | 0 | 100 |
| 35 | 14B | Raritan River Bridge Approaches | 69,469.10 | 3,473.45 | 72,942.55 | 0 | 0 | 72,942.55 | 62,517.42 | 10,425.13 | 100 |
| 44 | 8 | Raccoon Creek Bridge | 276,092.19 | 16,158.87 | 292,251.06 | 0 | 0 | 292,251.06 | 229,671.44 | 62,579.62 | 99 |
| 47 | 5A & | Bridge over Parvins Branch and | 10,385.69 | 694.94 | 11,080.63 | 604.36 | 0 | 11,684.99 | 11,684.99 | 0 | 100 |
| 48 | 16 | Manaway Branch | 500.00 | 0 | 500.00 | 0 | 0 | 500.00 | 500.00 | 0 | 100 |
| 47 | 11 | Big Timber Creek Bridge | 4,737.96 | 2,718.68 | 7,456.64 | 0 | 0 | 7,456.64 | 0 | 7,456.64 | 100 |
| - | - | Imlaystown | | | | | | | | | |
| TOTAL BRIDGES-PROJECTS PREVIOUS TO 1940 - | | | $2,055,561.69 | $146,383.70 | $2,201,945.39 | $ 8,839.36 | $ 26,219.44 | $2,184,565.31 | $1,815,156.55 | $ 369,408.76 | |

* RED figure.

Schedule #4

## Expenditure and Commitments
## 1940 Projects

| BRIDGE Rt. | Sec. | Local Name | Contracts Awarded 1940 | Contingencies 1940 | Total | Adjustment of Contingencies On | Adjustment of Contingencies Off | PROJECTS Total | Expenditure to Dec.31, 1940 | Balance of Commitment Dec. 31, 1940 | % of Completion Dec.31,1940 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | 42A | Cheesequake-Browntown (5 Bridges) | $ 110,661.50 | $ 5,533.07 | $ 116,194.57 | $ 0 | $ 0 | $ 116,194.57 | $ 0 | $ 116,194.57 | 0 |
| 6 | 8A&B | Valley Rd.-Lexington Ave.(Bridges) | 53,173.50 | 2,658.67 | 55,832.17 | 0 | 0 | 55,832.17 | 0 | 55,832.17 | 0 |
| 6 | 13 | D.L.&W. R.R. Underpass | 133,881.01 | 6,694.05 | 140,575.06 | 0 | 0 | 140,575.06 | 113,451.40 | 27,123.66 | 100% |
| 25 | 30C | Passaic River Br. Deck | 138,110.98 | 6,905.55 | 145,016.53 | 0 | 0 | 145,016.53 | 110,704.96 | 34,311.57 | 89 |
| 25 | 33A | 4 Bridges in Road Contract | 178,173.10 | 8,908.65 | 187,081.75 | 0 | 0 | 187,081.75 | 0 | 187,081.75 | 0 |
| 28 | 23 | Beaver Brook Bridge in Rd. Contract | 40,954.50 | 2,047.72 | 43,002.22 | 0 | 0 | 43,002.22 | 0 | 43,002.22 | 0 |
| 28 | 25 | White House to North Branch | 6,702.50 | 335.12 | 7,037.62 | 0 | 0 | 7,037.62 | 6,032.25 | 1,005.37 | 100 |
| 29 | 1C&3B | (4 Bridges in Road Contract) | 118,959.98 | 5,947.99 | 124,907.97 | 0 | 0 | 124,907.97 | 96,130.40 | 28,777.57 | 99 |
| 29 | 2D | Rosemont Ave. Relocation | 49,144.84 | 2,457.24 | 51,602.08 | 0 | 0 | 51,602.08 | 0 | 51,602.08 | 0 |
| 29 | 2E | Westfield Ave.-Mountainside (4 Brds.) | 113,584.05 | 5,679.20 | 119,263.25 | 0 | 0 | 119,263.25 | 0 | 119,263.25 | 0 |
| 33&35 | 1 | Rt. #33-Anderson's Corner | 18,162.75 | 1,816.27 | 19,979.02 | 0 | 0 | 19,979.02 | 16,315.75 | 3,663.27 | 100 |
| 35-4N | 1 | West Long Branch Connection | 6,619.40 | 330.97 | 6,950.37 | 0 | 0 | 6,950.37 | 0 | 6,950.37 | 0 |
| 39 | 1B&10 | Crosswick Creek Br. Widening | 55,134.35 | 2,756.72 | 57,891.07 | 0 | 0 | 57,891.07 | 2,263.50 | 55,627.57 | 10 |
| S41 | 3B&4A | Kresson Lake Bridge | 6,817.35 | 340.86 | 7,158.21 | 0 | 0 | 7,158.21 | 0 | 7,158.21 | 0 |
| 44 | 9 | Hessian Run Br. in Rd. Contract | 21,791.00 | 1,089.55 | 22,880.55 | 0 | 0 | 22,380.55 | 0 | 22,880.55 | 0 |
| 44 | 10 | 2 Stream Bridges " " " | 17,388.00 | 869.40 | 18,257.40 | 0 | 0 | 18,257.40 | 0 | 18,257.40 | 10 |
| 45 | - | Raccoon Creek Bridge | 36,059.00 | 1,802.95 | 37,861.95 | 0 | 0 | 37,861.95 | 26,566.50 | 11,295.45 | 97 |
| 49 | 12A | Muddy Run Bridge | 9,943.80 | 994.38 | 10,938.18 | 0 | 897.20 | 10,040.98 | 10,040.98 | 0 | 100 |
| | | Construction by Agreement | 4,752.70 | 0 | 4,752.70 | 0 | 0 | 4,752.70 | 4,752.70 | 0 | - |
| | | TOTAL BRIDGES-1940 PROJECTS - | $1,120,014.31 | $ 57,168.36 | $1,177,182.67 | $ 0 | $ 897.20 | $1,176,285.47 | $ 386,258.44 | $ 790,027.03 | |
| | | TOTAL BRIDGE PROJECTS PREVIOUS TO 1940 | 2,055,561.69 | 146,383.70 | 2,201,945.39 | 8,839.36 | 26,219.44 | 2,184,565.31 | 1,815,156.55 | 369,408.76 | |
| | | TOTAL BRIDGES - | $3,175,576.00 | $203,552.06 | $3,379,128.06 | $ 8,839.36 | $ 27,116.64 | $3,360,850.78 | $2,201,414.99 | $1,159,435.79 | |

## Analysis of Expenditure and Commitments
## By Funds
## As of December 31, 1940

| Fund | Total | Expenditure | Commitments |
|---|---|---|---|
| Bond | $ 968,244.18 | $ 953,089.56 | $ 15,154.62 |
| National Industrial Recovery Federal Aid | 7,956.64 | 500.00 | 7,456.64 |
| Regular Federal Aid | 776,673.78 | 409,844.20 | 366,829.58 |
| Gas Tax, Motor Vehicle Fees, Fines, etc. | 1,607,976.18 | 837,981.23 | 769,994.95 |
| TOTAL - | $3,360,850.78 | $2,201,414.99 | $1,159,435.79 |

Schedule #5

# P. W. A. Grant 45% Bridge Projects
## Expenditure and Commitments
## Projects Previous to 1940

| BRIDGE Rt. | Sec. | Local Name | Project # | Contract Bal. Owing Jan. 1, 1940 | Contingencies Jan. 1, 1940 | Total | PROJECTS Adjustment of Contingencies On | Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 | % of Completion Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 | 8A&B | Five (5) Bridges | PWA 1365 2-F | $ 35,369.14 | $ 8,608.02 | $ 43,977.16 | $ 0 | $ 12,186.60 | $ 31,790.56 | $ 31,790.56 | $ 0 | 100% |
| 6 | 8&9 | Four (4) " & Culverts | " 1365 3-F | 56,772.06 | 1.69 | 56,773.75 | 97,945.61 | 0 | 154,719.36 | 139,451.39 | 15,267.97 | - |
| 6 | 9 | Passaic River Bridge | " 1365 F-5F | 45,754.73 | 5,446.52 | 51,201.25 | 8,677.18 | 0 | 59,878.43 | 59,878.43 | 0 | 100 |
| 35 | 14 | Raritan River Bridge, South Piers | " 1331 F-3F | 36,511.24 | 30,060.97* | 6,450.27 | 26,339.56 | 0 | 32,789.83 | 32,789.83 | 0 | 100 |
| 35 | 14 | Raritan River Bridge | " 1331 2-F | 129,655.38 | 17,929.92 | 147,585.30 | 0 | 15,622.79 | 131,962.51 | 131,962.51 | 0 | 100 |
| 35 | 14 | " " " | " 1331 5-F | 1,708,820.44 | 85,441.02 | 1,794,261.46 | 0 | 54,433.85 | 1,739,827.61 | 1,487,373.13 | 252,454.48 | 100 |
| 35 Ext. | 14 | " " " | " 1331 F-1 | 170,848.99 | 55,946.93 | 226,795.92 | 0 | 70,719.11 | 156,076.81 | 156,076.81 | 0 | 100 |
| | | TOTAL PROJECTS PREVIOUS TO 1940 - | | $2,183,731.98 | $143,313.13 | $2,327,045.11 | $132,962.35 | $ 152,962.35 | $2,307,045.11 | $2,039,322.66 | $ 267,722.45 | |

### Projects Contracted for - 1940

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 Ext. - | 14 | Raritan River Bridge Deck Paving and Lights | PWA 1331 F-6 | $283,081.90 | $ 28,308.19 | $ 311,390.09 | $ 20,000.00 | $ 0 | $ 331,390.09 | $ 293,037.05 | $ 38,353.04 | 100 |
| | | TOTAL FOR PROJECTS - | | $2,466,813.88 | $171,621.32 | $2,638,435.20 | $152,962.35 | $ 152,962.35 | $2,638,435.20 | $2,332,359.71 | $ 306,075.49 | |
| | | P.W.A. Funds set aside for Preliminary Engineering Costs and Cost of Land on the above Projects | | | | | | | 257,650.52 | 1,891.75 | 255,758.77 | |
| | | | | | | | | | $2,896,085.72 | $2,334,251.46 | $ 561,834.26 | |

### Analysis of Expenditure and Commitments
### By Funds
### As of December 31, 1940

| Funds | Total | Expenditure | Commitments |
|---|---|---|---|
| P. W. A. - 45% | $1,444,946.36 | $1,051,453.62 | $393,492.74 |
| Bonds - 55% | 1,451,139.36 | 1,282,797.84 | 168,341.52 |
| TOTAL - | $2,896,085.72 | $2,334,251.46 | $561,834.26 |

* RED figure.

# D E T O U R S

As of December 31, 1940

| Rt. | Sec. | Liability | Expenditure | Balance |
|---|---|---|---|---|
| S-24 | 3 | $ 600.00 | $ 0 | $ 600.00 |
| 27 & 28 | 1 | 700.00 | 0 | 700.00 |
| | | $ 1,300.00 | $ 0 | $1,300.00 |

Schedule #7

## Purchase of Right of Way
## Statement of Expenditure and Commitments

| Rt. | Sect. | Balance of Commitment Jan. 1, 1940 | 1940 Commitments | Total | Adjustment of Commitments On | Adjustment of Commitments Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | $ 4,075.00 | $ 0 | $ 4,075.00 | $ 0 | $ 0 | $ 4,075.00 | $ 0 | $ 4,075.00 |
| 1 | 4D | 44,161.60 | 0 | 44,161.60 | 0 | 0 | 44,161.60 | 28.43 | 44,133.17 |
| 1 | 9 | 0 | 10,000.00 | 10,000.00 | 0 | 0 | 10,000.00 | 0 | 10,000.00 |
| S1A | 2 & ) | | | | | | | | |
| 1 | 7 ) | 70.00 | 0 | 70.00 | 0 | 0 | 70.00 | 0 | 70.00 |
| 1 | 2 & ) | | | | | | | | |
| 3 | 1 ) | 3,625.00 | 0 | 3,625.00 | 0 | 0 | 3,625.00 | 122.00 | 3,503.00 |
| S1 | 2 | 800.00 | 0 | 800.00 | 0 | 0 | 800.00 | 0 | 800.00 |
| 1,4&6 | 6 | 14,516.88 | 0 | 14,516.88 | 0 | 0 | 14,516.88 | 6,000.00 | 8,516.88 |
| 2 | 6 | 2,100.00 | 0 | 2,100.00 | 0 | 0 | 2,100.00 | 0 | 2,100.00 |
| 2 | 7 | 185.00 | 0 | 185.00 | 0 | 0 | 185.00 | 0 | 185.00 |
| 2 | 8 | 800.00 | 0 | 800.00 | 0 | 0 | 800.00 | 0 | 800.00 |
| 2 | 9 | 1,600.00 | 0 | 1,600.00 | 0 | 0 | 1,600.00 | 0 | 1,600.00 |
| 3 | 2 | 5,435.91 | 0 | 5,433.91 | 500.00 | 0 | 5,933.91 | 478.38 | 5,455.53 |
| S3 | 1 | 80,263.35 | 0 | 80,263.35 | 0 | 0 | 80,263.35 | 0 | 80,263.35 |
| 3 | 4A | 321.60 | 0 | 321.60 | 0 | 0 | 321.60 | 0 | 321.60 |
| 3 | 11A | 0 | 0 | 0 | 100.00 | 0 | 100.00 | 100.00 | 0 |
| Old 3 | 10 | 1,100.00 | 0 | 1,100.00 | 0 | 0 | 1,100.00 | 0 | 1,100.00 |
| " 3 | 13 | 2,757.80 | 0 | 2,757.80 | 1,500.00 | 0 | 4,257.80 | 507.80 | 3,750.00 |
| 3 | 3 | 1,524.00 | 0 | 1,524.00 | 0 | 0 | 1,524.00 | 324.00 | 1,200.00 |
| 3 | 4 | 50.00 | 0 | 50.00 | 0 | 0 | 50.00 | 0 | 50.00 |
| 3 | 5 | 10,000.00 | 0 | 10,000.00 | 0 | 0 | 10,000.00 | 0 | 10,000.00 |
| S3 | 3 | 0 | 370,000.00 | 370,000.00 | 0 | 0 | 370,000.00 | 0 | 370,000.00 |
| 4 | Union to Rahway | 14,673.79 | 0 | 14,673.79 | 50,000.00 | 0 | 64,673.79 | 27,161.29 | 37,512.50 |
| 4 | Convery Pl. | 10.00 | 0 | 10.00 | 0 | 0 | 10.00 | 5.00 | 5.00 |
| S4 | Ext. 1 | 1,850.00 | 0 | 1,850.00 | 0 | 0 | 1,850.00 | 1,600.00 | 250.00 |
| S4B | 1 | 47,698.92 | 0 | 47,698.92 | 0 | 0 | 47,698.92 | 3,940.00 | 43,758.92 |
| S4B | 2 | 48,121.17 | | 48,121.17 | | | 48,121.17 | 40,162.63 | 7,958.54 |
| S4 | Outerbridge Crossing & Approaches | 1,000.00 | 0 | 1,000.00 | 0 | 0 | 1,000.00 | 0 | 1,000.00 |
| 4 | 1 | 2,250.00 | 0 | 2,250.00 | 0 | 0 | 2,250.00 | 0 | 2,250.00 |
| 4 | 1A | 8,321.86 | 0 | 8,321.86 | 959.00 | 2,755.86 | 6,525.00 | 6,525.00 | 0 |
| 4 | 3 | 4,870.00 | 0 | 4,870.00 | 0 | 0 | 4,870.00 | 870.00 | 4,000.00 |
| 4 | 5 | 650.00 | 0 | 650.00 | 0 | 0 | 650.00 | 0 | 650.00 |
| 4 | 9 | 85.00 | 0 | 85.00 | 0 | 0 | 85.00 | 0 | 85.00 |
| Old 4N | 10A | 500.00 | 0 | 500.00 | 0 | 0 | 500.00 | 0 | 500.00 |
| " 4 | 15 | 150.00 | 0 | 150.00 | 0 | 0 | 150.00 | 0 | 150.00 |
| " 4 | 18A | 250.00 | 0 | 250.00 | 0 | 0 | 250.00 | 0 | 250.00 |
| 4 | 33A | 0 | 0 | 0 | 1,241.50 | 0 | 1,241.50 | 1,241.50 | 0 |
| 4 | Reloc. 36 | 1,000.00 | 0 | 1,000.00 | 0 | 500.00 | 500.00 | 0 | 500.00 |
| 4 | 40 | 14,329.00 | 0 | 14,329.00 | 0 | 5,000.00 | 9,329.00 | 7,430.79 | 1,898.21 |
| 4 | 41 | 75,000.00 | 0 | 75,000.00 | 0 | 30,000.00 | 45,000.00 | 38,187.00 | 6,813.00 |
| 4 | 42 | 84,650.00 | 0 | 84,650.00 | 472.58 | 38,617.00 | 46,505.58 | 46,430.58 | 75.00 |
| 4 | 43 | 150.00 | 0 | 150.00 | 100.00 | 0 | 250.00 | 250.00 | 0 |
| 5&6 | 2 | 20.00 | 0 | 20.00 | 0 | 0 | 20.00 | 0 | 20.00 |
| 6 | 1E | 500.00 | 0 | 500.00 | 400.00 | 0 | 900.00 | 0 | 900.00 |
| 6 | 3 | 475.00 | 0 | 475.00 | 0 | 0 | 475.00 | 0 | 475.00 |
| 6 | 6 | 25.00 | 0 | 25.00 | 0 | 0 | 25.00 | 0 | 25.00 |
| 6 | 7 | 2,543.00 | 0 | 2,543.00 | 62.00 | 0 | 2,605.00 | 5.00 | 2,600.00 |
| 6 | 8 | 60,521.76 | 0 | 60,521.76 | 0 | 0 | 60,521.76 | 32,839.00 | 27,682.76 |
| 6 | 9 | 79,234.00 | 0 | 79,234.00 | 25,000.00 | 0 | 104,234.00 | 74,302.00 | 29,932.00 |
| 6 | 10 | 6,559.38 | | 6,559.38 | 0 | 109.38 | 6,450.00 | 450.00 | 6,000.00 |

Schedule #7-A

## Purchase of Right of Way
## Statement of Expenditure and Commitments

| Rt. | Sect. | Balance of Commitment Jan. 1, 1940 | 1940 Commitments | Total | Adjustment of Commitments On | Adjustment of Commitments Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| 6 | 11 | $ 2,209.53 | $ 0 | $ 2,209.53 | $ 0 | $ 0 | $ 2,209.53 | $ 850.00 | $ 1,359.53 |
| 6 | 12 | 2,330.00 | 0 | 2,330.00 | 0 | 481.85 | 1,848.15 | 1,723.15 | 125.00 |
| 6 | 12A | 2,500.00 | 0 | 2,500.00 | 0 | 1,916.00 | 584.00 | 584.00 | 0 |
| 6 | 12B | 0 | 0 | 0 | 190.00 | 0 | 190.00 | 165.00 | 25.00 |
| 6 | 13 | 225,000.00 | 0 | 225,000.00 | 0 | 52,213.12 | 172,786.88 | 73,706.40 | 99,080.48 |
| 6 | 21 | 105,107.50 | 0 | 105,107.50 | 0 | 38,880.50 | 66,227.00 | 62,827.00 | 3,400.00 |
| Old 7 | 8 | 25.00 | 0 | 25.00 | 0 | 0 | 25.00 | 0 | 25.00 |
| 7 | 1 | 1,008.80 | 0 | 1,008.80 | 0 | 0 | 1,008.80 | 0 | 1,008.80 |
| 8 | 2 | 200.00 | 0 | 200.00 | 0 | 0 | 200.00 | 0 | 200.00 |
| 8 | 3 | 3,000.00 | 0 | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| 8 | 4 | 2,200.00 | 0 | 2,200.00 | 0 | 0 | 2,200.00 | 0 | 2,200.00 |
| 8 | 5 | 800.00 | 0 | 800.00 | 0 | 0 | 800.00 | 0 | 800.00 |
| 10 | Mt.Pleasant Avenue | 500.00 | 0 | 500.00 | 0 | 300.00 | 200.00 | 200.00 | 0 |
| 10 | 1 | 55.00 | 0 | 55.00 | 0 | 0 | 55.00 | 0 | 55.00 |
| 10 | 3 | 200.00 | 0 | 200.00 | 0 | 200.00 | 0 | 0 | 0 |
| 10 | 3 C.L.1 | 100,000.00 | 0 | 100,000.00 | 0 | 0 | 100,000.00 | 0 | 100,000.00 |
| 10 | 4 | 500.00 | 0 | 500.00 | 0 | 0 | 500.00 | 0 | 500.00 |
| 10 | 5 & 6 | 800.00 | 0 | 800.00 | 0 | 0 | 800.00 | 800.00 | 0 |
| 12 | 1 | 87.50 | 0 | 87.50 | 0 | 0 | 87.50 | 0 | 87.50 |
| 12 | 2 | 34,587.37 | 0 | 34,587.37 | 0 | 0 | 34,587.37 | 22,960.43 | 11,626.94 |
| 15 | 2 & 3 | 50.00 | 0 | 50.00 | 0 | 0 | 50.00 | 0 | 50.00 |
| Old 17N | 1 | 1,150.00 | 0 | 1,150.00 | 0 | 0 | 1,150.00 | 0 | 1,150.00 |
| 17S | 1 | 160.00 | 0 | 160.00 | 40.00 | 0 | 200.00 | 50.00 | 150.00 |
| 17N | 2 | 100.00 | 0 | 100.00 | 0 | 0 | 100.00 | 100.00 | 0 |
| 18S | 19 | 700.00 | 0 | 700.00 | 0 | 0 | 700.00 | 0 | 700.00 |
| 18 & 20 - 18S | 16) | 4,500.00 | 0 | 4,500.00 | 0 | 0 | 4,500.00 | 0 | 4,500.00 |
| 20 | 8 ) | 3,275.00 | 0 | 3,275.00 | 0 | 0 | 3,275.00 | 25.00 | 3,250.00 |
| Old 20 | 1 | 412.50 | 0 | 412.50 | 0 | 0 | 412.50 | 197.50 | 215.00 |
| 20 | 5 | 75.00 | 0 | 75.00 | 0 | 0 | 75.00 | 25.00 | 50.00 |
| 20 | 6 | 950.00 | 0 | 950.00 | 0 | 0 | 950.00 | 250.00 | 700.00 |
| 20 | 7 | 7,400.00 | 0 | 7,400.00 | 0 | 0 | 7,400.00 | 0 | 7,400.00 |
| 21 | 2&3 | 1,000,000.00 | 540,000.00(A) | 460,000.00 | 0 | 0 | 460,000.00 | 0 | 460,000.00 |
| 21,25,29 | 11 | 40,000.00 | 0 | 40,000.00 | 0 | 0 | 40,000.00 | 0 | 40,000.00 |
| 21 | 4B&C | 130,915.66 | 0 | 130,915.66 | 0 | 0 | 130,915.66 | 52,400.00 | 78,515.66 |
| 23 | 8B | 0 | 5,000.00 | 5,000.00 | 400.00 | 0 | 5,400.00 | 5,325.00 | 75.00 |
| 23 | 10 | 1,260.00 | 0 | 1,260.00 | 0 | 0 | 1,260.00 | 0 | 1,260.00 |
| 23 | 11 | 439.40 | 0 | 439.40 | 0 | 0 | 439.40 | 0 | 439.40 |
| 23 | 12 | 5,235.87 | 0 | 5,235.87 | 0 | 1,532.87 | 3,703.00 | 2,203.00 | 1,500.00 |
| 23 | 13 | 950.00 | 0 | 950.00 | 0 | 0 | 950.00 | 0 | 950.00 |
| S24 | 1 | 2,400.00 | 0 | 2,400.00 | 0 | 0 | 2,400.00 | 0 | 2,400.00 |
| 25 | Widening | 0 | 800,000.00 | 800,000.00 | 0 | 0 | 800,000.00 | 0 | 800,000.00 |
| 25 | 1 | 6,608.00 | 0 | 6,608.00 | 3,184.00 | 0 | 9,792.00 | 5,934.00 | 3,858.00 |
| 25 | 3D & 1A | 150,000.00 | 0 | 150,000.00 | 0 | 0 | 150,000.00 | 80,706.10 | 69,293.90 |
| 25 & 39 | Circle | 220.00 | 0 | 220.00 | 0 | 0 | 220.00 | 0 | 220.00 |
| 25 | 4 | 39,500.00 | 0 | 39,500.00 | 0 | 0 | 39,500.00 | 0 | 39,500.00 |
| 25 | 5 | 175.00 | 0 | 175.00 | 100.00 | 0 | 275.00 | 0 | 275.00 |
| 25 | 5B & 6B | 2,925.00 | 0 | 2,925.00 | 0 | 0 | 2,925.00 | 0 | 2,925.00 |
| 25 | 8A | 11,076.00 | 0 | 11,076.00 | 0 | 0 | 11,076.00 | 8,250.00 | 2,826.00 |
| 25 | 10 | 1,275.00 | 0 | 1,275.00 | 0 | 0 | 1,275.00 | 411.24 | 863.76 |
| 25 | 11 | 250.00 | 0 | 250.00 | 0 | 0 | 250.00 | 125.00 | 125.00 |
| 25 | 12 | 150.00 | 0 | 150.00 | 0 | 0 | 150.00 | 0 | 150.00 |

Purchase of Right of Way
Statement of Expenditure and Commitments

Schedule #7-B

| Rt. | Sect. | Balance of Commitment Jan. 1, 1940 | 1940 Commitments | Total | Adjustment of Commitments On | Adjustment of Commitments Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| 25 | 13 | $ 20.00 | $ 0 | $ 20.00 | $ 50.00 | $ 0 | $ 70.00 | $ 70.00 | $ 0 |
| 25 | 22 | 300.00 | 0 | 300.00 | 0 | 0 | 300.00 | 300.00 | 0 |
| 25 | 24 | 316.00 | 0 | 316.00 | 0 | 0 | 316.00 | 0 | 316.00 |
| 25 | 25 | 905.20 | 0 | 905.20 | 0 | 659.38 | 245.82 | 245.82 | 0 |
| 25 | 29 | 28,913.30 | 0 | 28,913.30 | 0 | 0 | 28,913.30 | 0 | 28,913.30 |
| 25 | 30 | 24,596.53 | 0 | 24,596.53 | 0 | 0 | 24,596.53 | 1,000.00 | 23,596.53 |
| 25 | 31 | 1,250.00 | 0 | 1,250.00 | 0 | 1,250.00 | 0 | 0 | 0 |
| 25 | 32 | 347,098.15 | 0 | 347,098.15 | 0 | 0 | 347,098.15 | 153,887.69 | 193,210.46 |
| 25 | 33 | 124,032.00 | 0 | 124,032.00 | 0 | 0 | 124,032.00 | 50,005.07 | 74,026.93 |
| 25&S26(1937)& Rt.#1 (1917) Traffic Circ.) | | 35,000.00 | 0 | 35,000.00 | 0 | 0 | 35,000.00 | 26,350.00 | 8,650.00 |
| 26 | 1 | 892.80 | 0 | 892.80 | 0 | 0 | 892.80 | 190.00 | 702.80 |
| 26 | 3 | 3,000.00 | 0 | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| 26 | 4 | 148.50 | 0 | 148.50 | 100.00 | 0 | 248.50 | 142.22 | 106.28 |
| 26 S26 | 5&7 & 1 | 510.00 | 0 | 510.00 | 0 | 0 | 510.00 | 0 | 510.00 |
| 26 | 27 C.L. | 300.00 | 0 | 300.00 | 0 | 0 | 300.00 | 0 | 300.00 |
| 28 | 22 | 145,950.75 | 0 | 145,950.75 | 0 | 0 | 145,950.75 | 72,031.00 | 73,919.75 |
| 28 | 23 | 0 | 125,000.00 | 125,000.00 | 0 | 0 | 125,000.00 | 0 | 125,000.00 |
| 28 | 24 | 0 | 175,000.00 | 175,000.00 | 0 | 0 | 175,000.00 | 15,799.00 | 159,201.00 |
| 28 | 24 C.L. Sec. 1 & | | | | | | | | |
| 28 | 24 C.L. Sec. 2 | 10,049.57 | 0 | 10,049.57 | 0 | 0 | 10,049.57 | 3,768.50 | 6,281.07 |
| 28 | 25 | 0 | 150,000.00 | 150,000.00 | 0 | 0 | 150,000.00 | 114,509.35 | 35,490.65 |
| 28 | 26 | 65,000.00 | 0 | 65,000.00 | 0 | 0 | 65,000.00 | 32,370.00 | 32,630.00 |
| 29 | 2D | 0 | 200,000.00 | 200,000.00 | 0 | 0 | 200,000.00 | 80,600.00 | 119,400.00 |
| 29 | 2E | 0 | 172,000.00 | 172,000.00 | 0 | 0 | 172,000.00 | 20,000.00 | 152,000.00 |
| 21 29 | 1 & 3 | 100,000.00 | 0 | 100,000.00 | 0 | 0 | 100,000.00 | 0 | 100,000.00 |
| 29 | 3B,1C&2C | 100,000.00 | 60,000.00 | 160,000.00 | 0 | 0 | 160,000.00 | 119,735.00 | 40,265.00 |
| 29 | 4W | 3,872.93 | 0 | 3,872.93 | 0 | 0 | 3,872.93 | 1,549.30 | 2,323.63 |
| 29 | 6 | 7,483.96 | 0 | 7,483.96 | 0 | 0 | 7,483.96 | 0 | 7,483.96 |
| 29 | 6A | 0 | 15,000.00 | 15,000.00 | 0 | 0 | 15,000.00 | 0 | 15,000.00 |
| 29 | 8W | 4,969.25 | 0 | 4,969.25 | 0 | 0 | 4,969.25 | 3,423.05 | 1,546.20 |
| 29 | 9W | 43.51 | 0 | 43.51 | 115.50 | 0 | 159.01 | 101.43 | 57.58 |
| 29A | 1 | 0 | 0 | 0 | 465.00 | 0 | 465.00 | 0 | 465.00 |
| 29A | 2 | 10,000.00 | 0 | 10,000.00 | 0 | 0 | 10,000.00 | 0 | 10,000.00 |
| 30 | 2A | 0 | 20,000.00 | 20,000.00 | 0 | 0 | 20,000.00 | 0 | 20,000.00 |
| 30 | 5 | 100.00 | 0 | 100.00 | 0 | 0 | 100.00 | 0 | 100.00 |
| 30 | 7 | 750.00 | 0 | 750.00 | 0 | 0 | 750.00 | 0 | 750.00 |
| 30 | 9 | 25.00 | 0 | 25.00 | 0 | 0 | 25.00 | 0 | 25.00 |
| S31 | 1 | 4,625.00 | 0 | 4,625.00 | 0 | 0 | 4,625.00 | 0 | 4,625.00 |
| S31 | 3 | 10,885.68 | 0 | 10,885.68 | 0 | 0 | 10,885.68 | 0 | 10,885.68 |
| S31 | 4 | 2,495.00 | 0 | 2,495.00 | 0 | 0 | 2,495.00 | 750.00 | 1,745.00 |
| 31 | 3 | 3,135.00 | 0 | 3,135.00 | 0 | 0 | 3,135.00 | 0 | 3,135.00 |
| 31 | 5 | 925.00 | 0 | 925.00 | 0 | 0 | 925.00 | 0 | 925.00 |
| 31 | 7 | 3,750.00 | 0 | 3,750.00 | 0 | 0 | 3,750.00 | 0 | 3,750.00 |
| 31 | 11 | 0 | 15,000.00 | 15,000.00 | 0 | 0 | 15,000.00 | 1,141.30 | 13,858.70 |
| 33 | 3B,3C | 0 | 0 | 0 | 2,500.00 | 0 | 2,500.00 | 0 | 2,500.00 |
| 33/35 | 1 C.L. | 0 | 90,000.00 | 90,000.00 | 0 | 0 | 90,000.00 | 38,182.00 | 51,818.00 |
| 34 | 1 | 12.00 | 0 | 12.00 | 0 | 0 | 12.00 | 0 | 12.00 |

Purchase of Right of Way
Statement of Expenditure and Commitments

Schedule #7-C

| Rt. | Sec. | Balance of Commitment Jan. 1, 1940 | 1940 Commitments | Total | Adjustment of Commitments On | Adjustment of Commitments Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| 34 | 2W | $ 50,000.00 | $ 0 | $ 50,000.00 | $ 0 | $ 0 | $ 50,000.00 | $ 150.00 | $ 49,850.00 |
| 34 | 3W | 8,054.21 | 0 | 8,054.21 | 0 | 0 | 8,054.21 | 20.85 | 8,033.36 |
| 34 | 4 | 5,854.33 | 0 | 5,854.33 | 9,328.67 | 0 | 15,183.00 | 2,990.00 | 12,193.00 |
| 34 | 5 | 757.83 | 0 | 757.83 | 0 | 0 | 757.83 | 0 | 757.83 |
| 34 | 6 | 23.16 | 0 | 23.16 | 0 | 23.16 | 0 | 0 | 0 |
| 34 | 6 & 7 Widening | 0 | 150,000.00 | 150,000.00 | 0 | 0 | 150,000.00 | 0 | 150,000.00 |
| 34 | 7 | 747.93 | 0 | 747.93 | 0 | 0 | 747.93 | 81.47 | 666.46 |
| 35 | 1 | 413.86 | 0 | 413.86 | 0 | 0 | 413.86 | 61.00 | 352.86 |
| 35-4N | Conn. 1 | 0 | 140,000.00 | 140,000.00 | 0 | 0 | 140,000.00 | 83,855.00 | 56,145.00 |
| 35 | 6 | 30.60 | 0 | 30.60 | 0 | 0 | 30.60 | 0 | 30.60 |
| 35 | 8A | 105,328.60 | 0 | 105,328.60 | 0 | 0 | 105,328.60 | 1,078.23 | 104,250.37 |
| 35 | 9 ) | | | | | | | | |
| 35 | 9 Bulkhead) | 19,837.20 | 0 | 19,837.20 | 24,256.47 | 0 | 44,093.67 | 24,000.00 | 20,093.67 |
| 35 | 10 | 100.00 | 0 | 100.00 | 0 | 0 | 100.00 | 0 | 100.00 |
| 35 | Ext.12,13,14 | 323,135.86 | 0 | 323,135.86 | 100,000.00 | 0 | 423,135.86 | 86,253.24 | 336,882.62 |
| 35 | 37 | 106,690.00 | 0 | 106,690.00 | 0 | 0 | 106,690.00 | 52,300.00 | 54,390.00 |
| 35&33 | - | 30,000.00 | 0 | 30,000.00 | 0 | 0 | 30,000.00 | 3,345.00 | 26,655.00 |
| 36 | 2 | 300.00 | 0 | 300.00 | 0 | 0 | 300.00 | 0 | 300.00 |
| 36 | 3 | 858.00 | 0 | 858.00 | 0 | 0 | 858.00 | 350.83 | 507.17 |
| 37 | 4 | 0 | 0 | 0 | 10,000.00 | 0 | 10,000.00 | 10,000.00 | 0 |
| 37 | 9 | 17,400.00 | 0 | 17,400.00 | 0 | 8,563.39 | 8,836.61 | 8,836.61 | 0 |
| 38 | 1 & ) | | | | | | | | |
| S41 | 1B ) | 85.99 | 0 | 85.99 | 0 | 0 | 85.99 | 0 | 85.99 |
| 38 | 2 | 282.10 | 0 | 282.10 | 0 | 0 | 282.10 | 257.10 | 25.00 |
| 38 | 3 | 2,437.46 | 0 | 2,437.46 | 0 | 0 | 2,437.46 | 0 | 2,437.46 |
| 39 | 2 | 48,158.80 | 0 | 48,158.80 | 0 | 0 | 48,158.80 | 0 | 48,158.80 |
| 39 | 4,5,6 | 2,000.00 | 0 | 2,000.00 | 0 | 0 | 2,000.00 | 0 | 2,000.00 |
| 39 | 8 | 47.00 | 0 | 47.00 | 0 | 0 | 47.00 | 0 | 47.00 |
| 39 | 1A & 10 | 76,769.06 | 0 | 76,769.06 | 0 | 0 | 76,769.06 | 33,645.50 | 43,123.56 |
| 39 | 1A&10 Traffic Circ. | 0 | 100,000.00 | 100,000.00 | 0 | 0 | 100,000.00 | 0 | 100,000.00 |
| S40 | 1 | 1,300.00 | 0 | 1,300.00 | 0 | 0 | 1,300.00 | 0 | 1,300.00 |
| S40 | 2 | 885.00 | 0 | 885.00 | 0 | 0 | 885.00 | 0 | 885.00 |
| S40 | 3 | 575.00 | 0 | 575.00 | 0 | 0 | 575.00 | 25.59 | 549.41 |
| S40 | 4 | 35.00 | 0 | 35.00 | 0 | 0 | 35.00 | 0 | 35.00 |
| 40 | 2A | 18,813.70 | 0 | 18,813.70 | 0 | 0 | 18,813.70 | 2,310.23 | 16,503.47 |
| 40 | 3A | 490.00 | 0 | 490.00 | 10.55 | 0 | 500.55 | 500.55 | 0 |
| 40 | 4A | 6,003.96 | 0 | 6,003.96 | 0 | 0 | 6,003.96 | 965.00 | 5,038.96 |
| 40 | 5A | 42,902.77 | 0 | 42,902.77 | 0 | 0 | 42,902.77 | 1,045.00 | 41,857.77 |
| 40 | 6A | 3,783.25 | 0 | 3,783.25 | 0 | 0 | 3,783.25 | 3,266.75 | 516.50 |
| 40 | 1 & ) | | | | | | | | |
| 37 | 5 at) | 3,851.61 | 0 | 3,851.61 | 0 | 1,003.30 | 2,848.31 | 2,812.00 | 36.31 |
| | Lakehurst ) | | | | | | | | |
| 40 | 5 | 94.67 | 0 | 94.67 | 0 | 94.67 | 0 | 0 | 0 |
| 40 | 5B | 0 | 150,000.00 | 150,000.00 | 0 | 0 | 150,000.00 | 20,901.71 | 129,098.29 |
| 40 | 7 | 25.00 | 0 | 25.00 | 5,000.00 | 0 | 5,025.00 | 2,550.00 | 2,475.00 |
| 40 | 8W | 0 | 0 | 0 | 10,000.00 | 0 | 10,000.00 | 726.18* | 10,726.18 |
| 40 | 9 | 440.00 | 0 | 440.00 | 0 | 0 | 440.00 | 0 | 440.00 |
| 40 | Wid. 10&11 | 0 | 150,000.00 | 150,000.00 | 0 | 0 | 150,000.00 | 0 | 150,000.00 |
| 40 | 10,11 | 2,009.08 | 0 | 2,009.08 | 0 | 0 | 2,009.08 | 683.26 | 1,325.82 |
| 38/41&S41 | Traffic Circle | 12,850.00 | 0 | 12,850.00 | 0 | 0 | 12,850.00 | 0 | 12,850.00 |

Purchase of Right of Way
Statement of Expenditure and Commitments

Schedule #7-D

| Rt. | Sec. | Balance Commitment Jan. 1, 1940 | 1940 Commitments | Total | Adjustment of Commitments On | Adjustment of Commitments Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| S41 | 1 | $ 858.00 | $ 0 | $ 858.00 | $ 0 | $ 0 | $ 858.00 | $ 0 | $ 858.00 |
| S41 | 1A | 1,600.00 | 0 | 1,600.00 | 0 | 0 | 1,600.00 | 0 | 1,600.00 |
| 41 | 1 | 185.00 | 0 | 185.00 | 0 | 0 | 185.00 | 125.00 | 60.00 |
| 41 | 2 | 4,978.82 | 0 | 4,978.82 | 0 | 0 | 4,978.82 | 0 | 4,978.82 |
| 41 | 4 | 12,368.10 | 0 | 12,368.10 | 0 | 0 | 12,368.10 | 600.00 | 11,768.10 |
| S41 | 2 | 8,500.00 | 0 | 8,500.00 | 0 | 0 | 8,500.00 | 850.00 | 7,650.00 |
| S41 | 2A&3A | 200,000.00 | 0 | 200,000.00 | 0 | 0 | 200,000.00 | 114,547.34 | 85,452.66 |
| S41 | 3 | 5,069.80 | 0 | 5,069.80 | 0 | 0 | 5,069.80 | 0 | 5,069.80 |
| S41 | 3B,4A | 0 | 250,000.00 | 250,000.00 | 0 | 0 | 250,000.00 | 0 | 250,000.00 |
| S41 | 4 | 8,500.87 | 0 | 8,500.87 | 0 | 0 | 8,500.87 | 200.00 | 8,300.87 |
| 42 | 1&2 | 4,676.30 | 0 | 4,676.30 | 0 | 0 | 4,676.30 | 0 | 4,676.30 |
| 42 | 4 | 1,000.00 | 0 | 1,000.00 | 0 | 1,000.00 | 0 | 0 | 0 |
| 42 | 5 | 261.10 | 0 | 261.10 | 0 | 0 | 261.10 | 0 | 261.10 |
| 42 | 6W | 0 | 0 | 0 | 283.44 | 0 | 283.44 | 283.44 | 0 |
| 42 | 7 | 1,470.06 | 0 | 1,470.06 | 0 | 0 | 1,470.06 | 0 | 1,470.06 |
| 43 | 12A | 750.00 | 0 | 750.00 | 0 | 0 | 750.00 | 75.00 | 675.00 |
| 44 | Lower Penns Neck Twp. | 1,000.00 | 0 | 1,000.00 | 0 | 1,000.00 | 0 | 0 | 0 |
| 44 | 2A,4A,7 | 2,516.00 | 0 | 2,516.00 | 0 | 0 | 2,516.00 | 0 | 2,516.00 |
| 44 | 3,4 | 2,125.00 | 0 | 2,125.00 | 0 | 0 | 2,125.00 | 0 | 2,125.00 |
| 44 | 5 | 0 | 0 | 0 | 25.00 | 0 | 25.00 | 25.00 | 0 |
| 44 | 7A | 696.63 | 0 | 696.63 | 0 | 0 | 696.63 | 0 | 696.63 |
| 44 | 8 | 1,069.00 | 0 | 1,069.00 | 0 | 0 | 1,069.00 | 1,069.00 | 0 |
| 44 | 9 | 0 | 250,000.00 | 250,000.00 | 0 | 0 | 250,000.00 | 0 | 250,000.00 |
| 44 | 10 | 0 | 125,000.00 | 125,000.00 | 0 | 0 | 125,000.00 | 610.00* | 125,610.00 |
| S44 | 1 | 5,000.00 | 0 | 5,000.00 | 0 | 0 | 5,000.00 | 0 | 5,000.00 |
| 45 | 1 | 0 | 0 | 0 | 75.00 | 0 | 75.00 | 75.00 | 0 |
| 45 | 2 | 1,539.80 | 0 | 1,539.80 | 1,240.60 | 0 | 2,780.40 | 1,057.40 | 1,723.00 |
| 45 | 7A | 216.88 | 0 | 216.88 | 0 | 0 | 216.88 | 216.88 | 0 |
| 46 | 6W | 3,805.41 | 0 | 3,805.41 | 0 | 0 | 3,805.41 | 319.24 | 3,486.17 |
| 47 | 2 | 4,850.00 | 0 | 4,850.00 | 0 | 0 | 4,850.00 | 0 | 4,850.00 |
| 47 | 4 | 300.00 | 0 | 300.00 | 0 | 0 | 300.00 | 0 | 300.00 |
| 47 | 9 | 9,735.50 | 0 | 9,735.50 | 0 | 0 | 9,735.50 | 166.47 | 9,569.03 |
| 47 | 11 | 2,500.00 | 0 | 2,500.00 | 0 | 0 | 2,500.00 | 0 | 2,500.00 |
| 47 | 12 | 4,100.00 | 0 | 4,100.00 | 0 | 0 | 4,100.00 | 0 | 4,100.00 |
| 48 | 21 | 110.00 | 0 | 110.00 | 0 | 0 | 110.00 | 0 | 110.00 |
| 48 | 22 | 9,087.37 | 0 | 9,087.37 | 0 | 0 | 9,087.37 | 0 | 9,087.37 |
| 48 | 23 | 15,397.53 | 0 | 15,397.53 | 0 | 0 | 15,397.53 | 0 | 15,397.53 |
| 48 | 24 | 10,475.00 | 0 | 10,475.00 | 0 | 0 | 10,475.00 | 1,450.00 | 9,025.00 |
| 48 | 25 | 27.00 | 0 | 27.00 | 1,000.00 | 0 | 1,027.00 | 50.00 | 977.00 |
| 48 | 27 | 825.00 | 0 | 825.00 | 0 | 0 | 825.00 | 0 | 825.00 |
| 49 | 5 | 2,000.00 | 0 | 2,000.00 | 0 | 1,970.00 | 30.00 | 5.00 | 25.00 |
| 49 | 13 | 8,299.80 | 0 | 8,299.80 | 0 | 0 | 8,299.80 | 1,403.20 | 6,896.60 |
| 49 | 16 | 0 | 50,000.00 | 50,000.00 | 0 | 1,431.58 | 48,568.42 | 9,456.15 | 39,112.27 |
| S49 | 2 | 75.00 | 0 | 75.00 | 0 | 0 | 75.00 | 0 | 75.00 |
| S49 | 3 | 1,602.00 | 0 | 1,602.00 | 0 | 0 | 1,602.00 | 0 | 1,602.00 |
| S49 | 4 & 49 11A | 4,575.00 | 0 | 4,575.00 | 0 | 0 | 4,575.00 | 0 | 4,575.00 |
| 51 | 1 | 10,947.25 | 0 | 10,947.25 | 0 | 9,947.25 | 1,000.00 | 1,000.00 | 0 |
| 51 | 2 | 100,025.00 | 0 | 100,025.00 | 0 | 40,000.00 | 60,025.00 | 58,522.45 | 1,502.55 |
| 54 | 1 | 0 | 150,000.00 | 150,000.00 | 0 | 10,000.00 | 140,000.00 | 13,321.75 | 126,678.25 |
| Bridges | | | | | | | | | |
| 4 Shark Riv. | | 750.00 | 0 | 750.00 | 0 | 0 | 750.00 | 0 | 750.00 |
| 4 Somers Pt. Br. | | 1,000.00 | 0 | 1,000.00 | 0 | 0 | 1,000.00 | 0 | 1,000.00 |

Purchase of Right of Way
Statement of Expenditure and Commitments

Schedule #7-E

| Rt. | Sec. | Balance of Commitment Jan. 1, 1940 | 1940 Commitments | Total | Adjustment of Commitments On | Adjustment of Commitments Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| Bridges(contd.) | | | | | | | | | |
| 37 Black Cr. Br. & Appro. | | $ 25.00 | $ 0 | $ 25.00 | $ 0 | $ 0 | $ 25.00 | $ 0 | $ 25.00 |
| Advisory Board Project Fund: | | | | | | | | | |
| 35 | 5 | 510.00 | 0 | 510.00 | 0 | 0 | 510.00 | 0 | 510.00 |
| 35 | 7 | 1,525.00 | 0 | 1,525.00 | 0 | 0 | 1,525.00 | 0 | 1,525.00 |
| 1 Ext. & C.L. | | 102,759.69 | 0 | 102,759.69 | 0 | 0 | 102,759.69 | 0 | 102,759.69 |
| Camden | | 6,223.30 | 0 | 6,223.30 | 0 | 0 | 6,223.30 | 2,500.00* | 8,723.30 |
| Old Bond Fund: | | | | | | | | | |
| 1 | 1B & 2A | 3,000.00 | 0 | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| 2 | 4 | 2,444.50 | 0 | 2,444.50 | 0 | 0 | 2,444.50 | 0 | 2,444.50 |
| 3 | 12 | 2,775.00 | 0 | 2,775.00 | 0 | 0 | 2,775.00 | 200.00 | 2,575.00 |
| 4 | 1 & 1A | 1,000.00 | 0 | 1,000.00 | 0 | 0 | 1,000.00 | 0 | 1,000.00 |
| 4 | 8 | 600.00 | 0 | 600.00 | 0 | 0 | 600.00 | 0 | 600.00 |
| 4 | 27 | 2,750.00 | 0 | 2,750.00 | 0 | 0 | 2,750.00 | 0 | 2,750.00 |
| 4 | 30 | 61.00 | 0 | 61.00 | 0 | 0 | 61.00 | 0 | 61.00 |
| 4 | 31 | 635.00 | 0 | 635.00 | 750.00 | 0 | 1,385.00 | 0 | 1,385.00 |
| 4 | Bridge at Keyport | 25.00 | 0 | 25.00 | 0 | 0 | 25.00 | 0 | 25.00 |
| 5 | 1A | 715.00 | 0 | 715.00 | 0 | 0 | 715.00 | 0 | 715.00 |
| 5 | 9 | 37.00 | 0 | 37.00 | 0 | 0 | 37.00 | 0 | 37.00 |
| 5 | 13 | 500.00 | 0 | 500.00 | 0 | 0 | 500.00 | 0 | 500.00 |
| 5 | 17 | 300.00 | 0 | 300.00 | 0 | 0 | 300.00 | 0 | 300.00 |
| 5 | 19 | 1,000.00 | 0 | 1,000.00 | 0 | 0 | 1,000.00 | 0 | 1,000.00 |
| 6 | 4 | 50.00 | 0 | 50.00 | 0 | 0 | 50.00 | 0 | 50.00 |
| 6 | 10 | 175.00 | 0 | 175.00 | 0 | 0 | 175.00 | 0 | 175.00 |
| 6 | 14 | 750.00 | 0 | 750.00 | 0 | 0 | 750.00 | 0 | 750.00 |
| 6 | 18 | 2,975.00 | 0 | 2,975.00 | 0 | 0 | 2,975.00 | 0 | 2,975.00 |
| 7 | 2 | 52.24 | 0 | 52.24 | 0 | 0 | 52.24 | 0 | 52.24 |
| 7 | 4 | 300.00 | 0 | 300.00 | 0 | 0 | 300.00 | 0 | 300.00 |
| 7 | 6,7 | 2,288.60 | 0 | 2,288.60 | 0 | 0 | 2,288.60 | 0 | 2,288.60 |
| 8 | 3 | 1,000.00 | 0 | 1,000.00 | 0 | 0 | 1,000.00 | 0 | 1,000.00 |
| 8 | 7 | 2,100.00 | 0 | 2,100.00 | 0 | 0 | 2,100.00 | 0 | 2,100.00 |
| 8 | 8 | 460.00 | 0 | 460.00 | 0 | 0 | 460.00 | 0 | 460.00 |
| 8 | 9 | 400.00 | 0 | 400.00 | 0 | 0 | 400.00 | 0 | 400.00 |
| 9 | 14 | 200.00 | 0 | 200.00 | 0 | 0 | 200.00 | 200.00 | 0 |
| 9 | 19 | 100.00 | 0 | 100.00 | 0 | 0 | 100.00 | 0 | 100.00 |
| 10 | 1A | 5.00 | 0 | 5.00 | 0 | 0 | 5.00 | 0 | 5.00 |
| 12 | 6 | 4,200.00 | 0 | 4,200.00 | 0 | 0 | 4,200.00 | 0 | 4,200.00 |
| 14 | 1 | 45.00 | 0 | 45.00 | 0 | 0 | 45.00 | 0 | 45.00 |
| 14 | 8 | 2,002.55 | 0 | 2,002.55 | 0 | 0 | 2,002.55 | 0 | 2,002.55 |
| 14 | 9 | 800.00 | 0 | 800.00 | 0 | 0 | 800.00 | 0 | 800.00 |
| 14 | 10 | 5.00 | 0 | 5.00 | 0 | 0 | 5.00 | 0 | 5.00 |
| 14 | 11 | 4,530.00 | 0 | 4,530.00 | 0 | 0 | 4,530.00 | 0 | 4,530.00 |
| 14 | 13,15,17 | 1,725.00 | 0 | 1,725.00 | 0 | 0 | 1,725.00 | 0 | 1,725.00 |
| 14 | 12,13 | 227.80 | 0 | 227.80 | 0 | 0 | 227.80 | 0 | 227.80 |
| 14 | 14 | 700.00 | 0 | 700.00 | 0 | 0 | 700.00 | 0 | 700.00 |

Schedule #7-F

## Purchase of Right of Way
## Statement of Expenditure and Commitments

| Rt. | Sec. | Balance of Commitment Jan. 1, 1940 | 1940 Commitments | Total | Adjustment of Expenditures On | Adjustment of Expenditures Off | Total | Expenditure to Dec. 31, 1940 | Balance of Commitment Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| 14 | 16,17 | $ 1,950.00 | $ 0 | $ 1,950.00 | $ 0 | $ 0 | $ 1,950.00 | $ 0 | $ 1,950.00 |
| 15 | 7 | 1,100.00 | 0 | 1,100.00 | 0 | 0 | 1,100.00 | 0 | 1,100.00 |
| 15 | 8 | 6,536.10 | 0 | 6,536.10 | 0 | 0 | 6,536.10 | 0 | 6,536.10 |
| 15 | 9,10 | 1,944.00 | 0 | 1,944.00 | 0 | 0 | 1,944.00 | 0 | 1,944.00 |
| 15 | 11 | 2,416.00 | 0 | 2,416.00 | 0 | 0 | 2,416.00 | 0 | 2,416.00 |
| 16 | 5B | 511.00 | 0 | 511.00 | 0 | 0 | 511.00 | 0 | 511.00 |
| 25 | 4B | 2,457.32 | 0 | 2,457.32 | 0 | 0 | 2,457.32 | 0 | 2,457.32 |
| 33 | 15&16 | 472.50 | 0 | 472.50 | 0 | 0 | 472.50 | 0 | 472.50 |
| TOTALS | | $5,081,043.13 | $ 3,182,000.00 | $ 8,263,043.13 | $ 249,449.31 | $ 249,449.31 | $8,263,043.13 | $1,888,596.01 | $6,374,447.12 |

## Analysis of Expenditure & Commitments
## By Funds

| Fund | Total | Expenditure | Commitment |
|---|---|---|---|
| Bond Fund | $5,216,043.13 | $1,703,310.71 | $3,512,732.42 |
| State Road Fund | 3,047,000.00 | 185,285.30 | 2,861,714.70 |
| | $8,263,043.13 | $1,888,596.01 | $6,374,447.12 |

* RED figure.
(A) Cancelled.

STATE HIGHWAY DEPARTMENT
Balance of State Highway Construction Program
As of December 31, 1940

| Rt. | Sec. | Local Name | County | Mile-age | State Funds: Right of Way | State Funds: Road Construction | State Funds: Bridge Construction | 50% Federal Fund: Road Construction | 50% Federal Fund: Bridge Construction | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| S3 | 1A | Bridge over Berry's Creek & Erie R.R. | Bergen | - | $ 0 | $ 0 | $ 750,000.00 | $ 0 | $ 0 | $ 750,000.00 |
| S3 | 1A | Bridge | " | - | 0 | 0 | 30,000.00 | 0 | 0 | 30,000.00 |
| S3 | 1C | Completion of Paving | " | - | 0 | 75,000.00 | 0 | 0 | 0 | 75,000.00 |
| 4 | | Cape May Court House Relocation Grade only | Cape May | 4.00 | 175,000.00 | 185,000.00 | 0 | 0 | 0 | 360,000.00 |
| 6 | | Fort Lee-Little Ferry (Part) | Bergen | 4.00 | 0 | 200,000.00 | 0 | 0 | 0 | 200,000.00 |
| 25 | | Entrance Road (Camden) | Camden | 1.00 | 0 | 100,000.00 | 0 | 0 | 0 | 100,000.00 |
| 25 | 30 | Old Passaic River Bridge Removal | Essex & Hudson | - | 0 | 0 | 90,000.00 | 0 | 0 | 90,000.00 |
| 28 | | Somerville-Clinton Point (Partial Completion) | Somerset & Hunterdon | 16.5 | 0 | 533,619.48 | 0 | 431,261.86 | 0 | 964,881.34 |
| 30 | | Trenton-Pennington Grading | Mercer | 3.0 | 200,000.00 | 150,000.00 | 0 | 0 | 0 | 350,000.00 |
| S31 | | Ross Corner-Branchville | Sussex | 2.0 | 75,000.00 | 0 | 175,000.00 | 0 | 0 | 250,000.00 |
| 35-4N | | Connection to Long Branch | Monmouth | .650 | 50,000.00 | 100,000.00 | 0 | 0 | 0 | 150,000.00 |
| 38 | | Rt. #34 to Rt. #35 (Grade & Gravel) | " | 3.50 | 135,000.00 | 0 | 0 | 0 | 0 | 135,000.00 |
| 33&35 | | C.L. Asbury Ave. Rt. #35 Wayside Road | " | 2.00 | 0 | 75,000.00 | 25,000.00 | 0 | 0 | 100,000.00 |
| S41 | 3B&4A | Kresson to Route #43 (Moving Concrete) | Camden | - | 0 | 35,380.52 | 0 | 0 | 0 | 35,380.52 |
| 43 | | Absecon Westerly | Atlantic | - | 0 | 250,000.00 | 0 | 0 | 0 | 250,000.00 |
| 45 | | Newton Creek Bridge | Camden & Gloucester | - | 0 | 0 | 75,000.00 | 0 | 0 | 75,000.00 |
| 45 | | Big Timber Creek Bridge | Camden & Gloucester | - | 0 | 0 | 75,000.00 | 0 | 0 | 75,000.00 |
| 54 | 1 | Grade Separation Rt. #42 | Atlantic | | 0 | 185,000.00 | 90,000.00 | 0 | 0 | 275,000.00 |
| | | Highway Beautification | - | - | 0 | 21,012.40 | 0 | 21,012.40 | 0 | 42,024.80 |
| | | Right of Way & Miscellaneous Construction in Connection with Federal Grade Crossing Elimination Program | - | | 50,000.00 | 50,000.00 | 0 | 0 | 0 | 100,000.00 |
| | | Reserve for Adjustments | | | 0 | 40,000.00 | 38,275.33 | 16,812.90 | 0 | 95,088.23 |
| | | T O T A L - | | | $ 685,000.00 | $2,000,012.40 | $1,348,275.33 | $ 469,087.16 | $ 0 | $4,502,374.89 |

## Status of Regular Federal Aid

Schedule #9

| Rt. | Sec. | Local Name | Project Number | Unpaid Balance Dec.31,1939 | Allotment 1940 | Total Allotments | Amount Received 1940 | Allotment Balance Cancelled | Unpaid Balance Dec.31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| - | - | State Planning | Planning #1 | $ 50,458.00 | $ 42,631.00 | $ 93,089.00 | $ 0 | $ 0 | $ 93,089.00 |
| 25 | 26B | Bet. Robbinsville & Hightstown | 2 A & B (2) | 1,601.00 | 0 | 1,601.00 | 1,601.00 | 0 | 0 |
| - | - | Straw Church to Rt. #24 | 32 A (2) | 6,150.00 | 0 | 6,150.00 | 0 | 0 | 6,150.00 |
| 25 | 31 | Kaighn Ave. & Marlton Pike | 69B (2) | 6,818.00 | 0 | 6,818.00 | 0 | 0 | 6,818.00 |
| 25 | 31 | Marlton Pike to Union School House | 69 G (1) | 15,350.00 | 0 | 15,350.00 | 0 | 0 | 15,350.00 |
| 6 | 12 | Bridge over Passaic River between Pine Brook & Fairfield | 88 A (2) | 79,660.00 | 0 | 79,660.00 | 66,914.00 | 0 | 12,746.00 |
| 6 | 11B&12A | Bet. Pine Brook & Fairfield | 88 A (3) | 0 | 57,255.00 | 57,255.00 | 45,231.00 | 0 | 12,024.00 |
| 6 | 11 | Troy Brook to Passaic River | 88D | 6,219.00 | 0 | 6,219.00 | 0 | 0 | 6,219.00 |
| 6 | 11 | " " - Passaic River | 88D (2) | 69,736.00 | 0 | 69,736.00 | 34,057.00 | 0 | 35,679.00 |
| 6 | 11A | Bet. Troy Brook & Passaic River | 88D (3) | 26,665.00 | 0 | 26,665.00 | 11,732.00 | 0 | 14,933.00 |
| 6 | 13 | Bet. Danville & Cobb's Corner | 88E (1) | 0 | 196,340.00 | 196,340.00 | 166,889.00 | 0 | 29,451.00 |
| 6 | 13 | In Boro of Mt.Lakes at Fox Hill | 88E (2) | 0 | 73,630.00 | 73,630.00 | 62,585.00 | 0 | 11,045.00 |
| S26 | 1B | Bet. Trenton & New Brunswick | 95E (3) | 121,035.00 | 0 | 121,035.00 | 84,724.00 | 0 | 36,311.00 |
| 25 | 4C | " Cranbury Tpk. & Raritan River Bridge | 95F (2) | 161,277.00 | 0 | 161,277.00 | 120,957.00 | 0 | 40,320.00 |
| 25 | - | In Woodbridge Twp. Roadside Improvements | 95G (3) | 0 | 1,635.00 | 1,635.00 | 0 | 0 | 1,635.00 |
| 25 | 6B | Port Reading R.R. to Amboy Ave. | 95G (2) | 15,404.00 | 0 | 15,404.00 | 0 | 0 | 15,404.00 |
| 25 | 5B | Amboy Ave. to Elm St. | 95H (2) | 26,239.00 | 0 | 26,239.00 | 0 | 0 | 26,239.00 |
| 25 | 5C | Bet. Metuchen & New Brunswick | 95E (3) | 56,020.00 | 0 | 56,020.00 | 47,578.00 | 0 | 8,442.00 |
| S31 | 3 | Branchville-Culvers Lake | 101B | 9,669.00 | 0 | 9,669.00 | 0 | 0 | 9,669.00 |
| S31 | 4 | " Reloc. bet. Augusta & Culvers Lake | 101C (1) | 128,884.00 | 0 | 128,884.00 | 107,639.00 | 0 | 21,245.00 |
| S31 | 4 | " By-pass D.L.&W. R.R. Bridge | 101C (2) | 0 | 71,100.00 | 71,100.00 | 63,279.00 | 0 | 7,821.00 |
| 2 | 6A | Fairview Ave. & Rt. #4 | 102A (2) | 1,496.00 | 0 | 1,496.00 | 1,194.54 | 301.46 | 0 |
| 25 | 7A | East Grand Ave., Rahway to Woodbridge (Cloverleaf) | 115E | 13,771.00 | 0 | 13,771.00 | 8,611.36 | 5,159.64 | 0 |
| 1 | 4D | Hudson Co. | 118E | 13,818.00 | 0 | 13,818.00 | 8,948.77 | 4,869.23 | 0 |
| 44 | 8 | Bridgeport By-pass between Westville & Penns Grove | 122E (1) | 176,976.00 | 0 | 176,976.00 | 134,412.00 | 0 | 42,564.00 |
| 25 | 22C | Hightstown Relocation | 123D (2) | 0 | 2,945.00 | 2,945.00 | 0 | 0 | 2,945.00 |
| 25 | 25B | Cranbury Relocation | 123F (2) | 0 | 2,495.00 | 2,495.00 | 0 | 0 | 2,495.00 |
| 35 | 13 | King Georges Road & Rt. #25 | 128B | 31,519.00 | 0 | 31,519.00 | 0 | 0 | 31,519.00 |
| 35 | 13A | Woodbridge Twp. between King Georges Road & Rt. 25 | 128B (3) | 0 | 9,620.00 | 9.620.00 | 7,984.00 | 0 | 1,636.00 |
| 35 | 12 | Smith St.-King Georges Road | 128C | 33,324.00 | 0 | 33,324.00 | 0 | 0 | 33,324.00 |
| 35 | Ext. 12A | Woodbridge Twp. bet. King Georges Road & Smith St. | 128C (2) | 0 | 6,955.00 | 6,955.00 | 5,772.00 | 0 | 1,183.00 |
| 35 | 14B | Edison Memorial Br. Appro. bet. So. Amboy & Keasby | 128D (1) | 0 | 7,695.00 | 7,695.00 | 0 | 0 | 7,695.00 |
| 6 | 7 | Bridges | 131C | 3,422.60 | 0 | 3,422.60 | 0 | 0 | 3,422.60 |
| 6 | 8 | Main Ave. Bridge | 131G (1) | 10,006.00 | 0 | 10,006.00 | 0 | 0 | 10,006.00 |
| 6 | 8A&8B | Bet. Valley Rd. & Lexington Ave., Clifton | 131G (2) | 0 | 295,400.00 | 295,400.00 | 0 | 0 | 295,400.00 |
| 12 | 2 | Croton-Flemington | 177B (1) | 26,858.00 | 0 | 26,858.00 | 0 | 0 | 26,858.00 |
| 12 | 2 | Frenchtown-Flemington 2 Bridges | 177B (2) | 1,725.00 | 0 | 1,725.00 | 966.24 | 758.76 | 0 |
| 29 | 29A | West End Ave., N. Plainfield to Green Brook (Scotch Plains) | 178A | 17,556.00 | 0 | 17,556.00 | 7,716.39 | 9,839.61 | 0 |
| 29 | 3B,1C,2C | Bet. Pub. Serv. Rwy. at Elizabeth Jct. & Morris Ave. | 178B (1) | 0 | 172,610.00 | 172,610.00 | 100,113.00 | 0 | 72,497.00 |
| 29 | 1B,1C | In Twp. of Hillside and Union bet. Elizabeth Jct. & Morris Ave. | 178B (2) | 0 | 65,420.00 | 65,420.00 | 48,410.00 | 0 | 17,010.00 |

## Status of Regular Federal Aid
(2)

Schedule #9-A

| Rt. | Sec. | Local Name | Project Number | Unpaid Balance Dec.31,1939 | Allotment 1940 | Total Allotments | Amount Received 1940 | Allotment Balance Cancelled | Unpaid Balance Dec.31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| 29 | 2D | Twp. of Union bet. Morris Ave. & Rahway River | 178C (1) | $ 0 | $ 220,520.00 | $ 220,520.00 | $ 0 | $ 0 | $ 220,520.00 |
| 28-24 | C.L. | Bet. Straw Ch. & Rt. 24 near Phillipsb. | 179A (2) | 8,887.00 | 0 | 8,887.00 | 0 | 0 | 8,887.00 |
| 28-24 | C.L. | Straw Church-Phillipsburg | 179A (1) | 7,840.00 | 0 | 7,840.00 | 7,166.45 | 673.55 | 0 |
| 4 | 40 | Englishtown Rd. to Gordons Corner | 181A (1) | 27,146.00 | 0 | 27,146.00 | 0 | 0 | 27,146.00 |
| 4 | 40 | Bet. Freehold & " " | 181A (2) | 8,563.00 | 0 | 8,563.00 | 5,020.00 | 0 | 3,543.00 |
| 4 | 41 | " Gordons Corner & Browntown | 181B (1) | 0 | 212,100.00 | 212,100.00 | 150,591.00 | 0 | 61,509.00 |
| 35 | 37 | At Asbury Ave. Traffic Circle | 182A (1) | 0 | 55,590.00 | 55,590.00 | 46,139.00 | 0 | 9,451.00 |
| S41 | 2A&3A | Bet. Rt. #38 in Chester and Kresson at Burlington-Camden Co. Line | 183A (1) | 0 | 265,155.00 | 265,155.00 | 228,033.00 | 0 | 37,122.00 |
| | | T O T A L - | | $1,164,092.60 | $1,759,096.00 | $2,923,188.60 | $ 1,574,263.75 | $ 21,602.25 | $ 1,327,322.60 |

### Recapitulation of Regular Federal Aid

| | |
|---|---|
| Amount of Unpaid Allotments Certified as of Dec. 31, 1940 | $1,327,322.60 |
| Balance of Allotment " " " " " 1940 | 1,599,484.27 |
| T O T A L - | $2,926,806.87 |

## Status of Federal Aid
### National Industrial Recovery Highway Federal Aid

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| - - | Survey Planning-State Wide | Planning 1 | $ 17,506.59 | $ 0 | $ 17,506.59 | $ 17,506.59 | $ 0 | $ 0 |
| S4 Ext. 1 | Bet. Rt. 4 P. Amboy & Rt. 35 Ext. in Woodbridge | NRS 169(1)1935 | 8,384.96* | 0 | 8,384.96* | 0 | 0 | 8,384.96* |
| - - | Imlaystown-Red Valley Road | NRS 180(1)1935 | 19,665.00 | 0 | 19,665.00 | 0 | 0 | 19,665.00 |
| | T O T A L - | | $ 28,786.63 | $ 0 | $ 28,786.63 | $ 17,506.59 | $ 0 | $ 11,280.04 |

### Recapitulation of National Industrial Recovery Highway Federal Aid

| | |
|---|---|
| Amount of Unpaid Allotments Certified as of Dec. 31, 1940 | $ 11,280.04 |
| Balance of Allotment " " " " " 1940 | 2,500.00 |
| T O T A L - | $ 13,780.04 |

### Status of Federal Works Program (Highway Fund) Federal Aid

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| - - | Survey Planning-State Wide | Planning 1 | $ 46,947.07 | $ 0 | $ 46,947.07 | $ 46,947.07 | $ 0 | $ 0 |
| S4 Ext. 1 | Bet. Rt. #4 in Perth Amboy & Rt. #35 Ext. in Woodbridge | WPMS 169 (1) | 23,577.56 | 0 | 23,577.56 | 0 | 0 | 23,577.56 |
| | T O T A L - | | $ 70,524.63 | $ 0 | $ 70,524.63 | $ 46,947.07 | $ 0 | $ 23,577.56 |

### Recapitulation of Federal Works Program (Highway Fund) Federal Aid

| | |
|---|---|
| Amount of Unpaid Allotments Certified as of Dec. 31, 1940 | $ 23,577.56 |
| Balance of Allotment " " " " " 1940 | 7,991.09 |
| T O T A L | $ 31,568.65 |

Schedule #10

## Status of Federal Aid
## Hazards and Grade Crossing Federal Aid Fund

| Rt. | Sec. | Local Name | Project Number | Unpaid Balance Dec.31, 1939 | Allotment 1940 | Total Allotments | Amount Received 1940 | Allotment Balance Cancelled | Unpaid Balance Dec.31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| - | - | Survey Planning-State Wide | Planning 1 | $ 0 | $ 44,167.85 | $ 44,167.85 | $ 13,430.21 | $ 0 | $ 30,737.64 |
| - | - | C.R.R. Crossing, Old Hook Rd., Closter | FAGM 1 (1) | 3,312.00 | 0 | 3,312.00 | 2,006.74 | 1,305.26 | 0 |
| - | - | " " " " Boro of Closter & Haworth | " 2 (1) | 2,928.00 | 941.97 | 3,869.97 | 0 | 0 | 3,869.97 |
| - | - | Preakness Ave.(Mt.View Rd.)in Wayne Twp. | FAGS 3 (1) | 20,165.00 | 0 | 20,165.00 | 0 | 0 | 20,165.00 |
| - | - | Part of High St., City of Summit | FAGM 4 (1) | 10,806.00 | 1,177.51 | 11,983.51 | 0 | 0 | 11,983.51 |
| - | - | " " Roosevelt Ave. in West Carteret between Carteret and Rahway | FAGM 8 (1) | 0 | 129,200.00 | 129,200.00 | 100,776.00 | 0 | 28,424.00 |
| - | - | Tilton Rd. bet. Cologne & Pleasantville | FAGS 9 (1) | 0 | 139,985.24 | 139,985.24 | 121,787.00 | 0 | 18,198.24 |
| - | - | Clinton-Pittstown Rd. between Clinton and Pittstown | FAGS 10 (1) | 37,047.00 | 0 | 37,047.00 | 14,052.00 | 0 | 22,995.00 |
| 51 | 1 | Bet. Bridgeport & Mullica Hill | " 11 (1) | 48,792.00 | 0 | 48,792.00 | 33,689.00 | 0 | 15,103.00 |
| - | - | Penn. R.R. Bridge at Princeton Jct. | " 12 (1) | 44,288.00 | 0 | 44,288.00 | 20,131.00 | 0 | 24,157.00 |
| - | - | Franklin Ave.-Boro & Twp. of Berlin | FAGM 24 A (1) | 0 | 67,450.00 | 67,450.00 | 0 | 0 | 67,450.00 |
| - | - | Harkers Lane R.R. Gr. Cross.of Pa.-Reading S.S. Lines | " 26 A (1) | 0 | 5,930.00 | 5,930.00 | 0 | 0 | 5,930.00 |
| - | - | Twp. of Vernon- L.&H. River R.R. | FAGS 35 (1) | 0 | 1,814.92 | 1,814.92 | 0 | 0 | 1,814.92 |
| - | - | Andover Twp.- " " " | " 36 (1) | 0 | 2,228.12 | 2,228.12 | 0 | 0 | 2,228.12 |
| - | - | Green " - " " " | " 37 (1) | 0 | 1,727.40 | 1,727.40 | 0 | 0 | 1,727.40 |
| 23 | - | Hamburg-Sussex Rd. bet. Hamburg & Sussex | FAGH 82 A(2) | 0 | 259,120.00 | 259,120.00 | 108,830.00 | 0 | 150,290.00 |
| - | - | Millville-Clermont Road bet. So. Dennis & Clermont | " 96 B(1) | 0 | 214,360.00 | 214,360.00 | 128,616.00 | 0 | 85,744.00 |
| 1 | - | D.L.&W. R.R. Bridge | FAGM 118 C(2) | 38,756.00 | 0 | 38,756.00 | 0 | 0 | 38,756.00 |
| | | T O T A L - | | $ 206,094.00 | $ 868,103.01 | $1,074,197.01 | $ 543,317.95 | $ 1,305.26 | $ 529,573.80 |

### Recapitulation of Hazards & Grade Crossings Federal Aid Fund

| | |
|---|---|
| Amount of Unpaid Allotments Certified as of Dec. 31, 1940 | $ 529,573.80 |
| Balance of Allotment " " " " " 1940 | 1,186,686.17 |
| T O T A L - | $1,716,259.97 |

### Status of P. W. A. Federal Aid Projects

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 35 Ext. 14 | Raritan River Bridge | PWA 1331-F | $1,408,800.00 | $ 0 | $1,408,800.00 | $ 939,200.00 | $ 0 | $ 469,600.00 |
| 6 8A&9 | Bridges | " 1365-F | 489,150.00 | 0 | 489,150.00 | 350,491.06 | 138,658.94 | 0 |
| | T O T A L - | | $1,897,950.00 | $ 0 | $1,897,950.00 | $1,289,691.06 | $ 138,658.94 | $ 469,600.00 |

### Recapitulation of P. W. A. Federal Aid Fund

| | |
|---|---|
| Amount of Unpaid Allotments Certified as of Dec. 31, 1940 | $ 469,600.00 |
| Balance of Allotment " " " " " 1940 | 0 |
| T O T A L - | $ 469,600.00 |

## Status of Federal Aid Secondary & Feeder Roads

Schedule #11

| Rt. | Sec. | Local Name | Project Number | Unpaid Balance Dec.31, 1939 | Allotment 1940 | Total Allotments | Amount Received 1940 | Allotment Balance Cancelled | Unpaid Balance Dec.31, 1940 |
|---|---|---|---|---|---|---|---|---|---|
| | | Allamuchy-Hackettstown Road | FAS 7A (1) | $ 12,529.00 | $ 0 | $ 12,529.00 | $ 11,454.13 | $ 1,074.87 | $ 0 |
| | | Hackettstown-Andover Rd. between Allamuchy & Tranquility | FAS 7B (1) | 4,415.00 | 0 | 4,415.00 | 3,830.84 | 584.16 | 0 |
| | | Hackettstown-Andover Rd. between Allamuchy & Hackettstown | FAS 7C (1) | 0 | 85,120.00 | 85,120.00 | 68,947.00 | 0 | 16,173.00 |
| | | Stockton-Flemington Road | FAS 14A (1) | 2,599.00 | 0 | 2,599.00 | 1,061.68 | 1,537.32 | 0 |
| | | " " " between Sand Brook & Sergeantsville | FAS 14B (1) | 0 | 26,975.00 | 26,975.00 | 0 | 0 | 26,975.00 |
| | | Bet. Quinton & Bridgeton | FAS 15A (1) | 1,369.00 | 0 | 1,369.00 | 1,369.00 | 0 | 0 |
| | | Tattleton Rd. bet. Quinton & Bridgeton | FAS 15B (1) | 0 | 2,785.00 | 2,785.00 | 0 | 0 | 2,785.00 |
| | | Pittstown-Jutland Rd. bet. Pittstown & Jutland | FAS 18A (1) | 0 | 11,945.00 | 11,945.00 | 8,839.00 | 0 | 3,106.00 |
| | | Flemington-Clinton Road | FAS 19A (1) | 4,860.00 | 0 | 4,860.00 | 4,813.35 | 46.65 | 0 |
| | | Virginia Ave. | FAS 20A (1) | 2,522.00 | 0 | 2,522.00 | 825.82 | 1,696.18 | 0 |
| | | Pennsville-Salem Road | FAS 21A (1) | 0 | 51,720.00 | 51,720.00 | 45,513.00 | 0 | 6,207.00 |
| | | Cuthbert Road bet. Collingswood & Merchantville | FAS 23A (1) | 0 | 32,470.00 | 32,470.00 | 27,274.00 | 0 | 5,196.00 |
| 37 | 9 | Cream Ridge & Colliers Mills | FAS 119B (1) | 8,463.00 | 0 | 8,463.00 | 0 | 0 | 8,463.00 |
| 37 | 9 | Bet. Yardville & Lakehurst | FAS 119C (1) | 12,950.00 | 0 | 12,950.00 | 11,655.00 | 0 | 1,295.00 |
| | | Delilah Road Ext. | FAS 129D (1) | 5,251.00 | 0 | 5,251.00 | 5,251.00 | 0 | 0 |
| | | Monmouth Road bet. Freehold & Mt. Holly | FAS 156B (1) | 25,760.00 | 0 | 25,760.00 | 20,350.00 | 0 | 5,410.00 |
| | | " " " " " " " | FAS 156C (1) | 34,900.00 | 0 | 34,900.00 | 28,269.00 | 0 | 6,631.00 |
| | | Mercerville-Reeds Mill Road | FAS 170B (1) | 4,382.00 | 0 | 4,382.00 | 2,453.55 | 1,928.45 | 0 |
| | | Asbury Ave. Ext. bet. Freehold & Asbury Park | FAS 171 (2) | 2,930.00 | 0 | 2,930.00 | 2,890.68 | 39.32 | 0 |
| | | T O T A L - | | $ 122,930.00 | $ 211,015.00 | $ 333,945.00 | $ 244,797.05 | $ 6,906.95 | $ 82,241.00 |

### Recapitulation of Federal Aid for Secondary & Feeder Roads

| | |
|---|---|
| Amount of Unpaid Allotments Certified as of Dec. 31, 1940 | $ 82,241.00 |
| Balance of Allotment " " " " " 1940 | 503,133.81 |
| T O T A L - | $ 585,374.81 |

### Status of Federal Works Program Grade Crossing Fund Federal Aid

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| - | - | Survey Planning - State Wide | Planning 1 | $ 40,000.00 | $ 19,757.00 | $ 59,757.00 | $ 40,000.00 | $ 0 | $ 19,757.00 |
| 3 | 4B | N.Y.S.&W. R.R. Br. & Approaches | WPGM 137 | 24,101.00 | 0 | 24,101.00 | 21,458.39 | 2,642.61 | 0 |
| - | - | Penna. R.R. Br. at Deans | WPGS 143 | 27,135.00 | 0 | 27,135.00 | 0 | 0 | 27,135.00 |
| - | - | N.Y. Central R.R. at Bergen Turnpike | WPGH 144 | 0 | 799.03 | 799.03 | 799.03 | 0 | 0 |
| - | - | Talmadge Road Crossing | WPGS 148 | 32,611.53 | 0 | 32,611.53 | 19,223.35 | 13,388.18 | 0 |
| - | - | Belleville Turnpike | WPGM 153A | 812.30 | 0 | 812.30 | 812.30 | 0 | 0 |
| | | T O T A L - | | $ 124,659.83 | $ 20,556.03 | $ 145,215.86 | $ 82,293.07 | $ 16,030.79 | $ 46,892.00 |

### Recapitulation of Federal Works Program Grade Crossing Federal Aid Funds

| | |
|---|---|
| Amount of Unpaid Allotments Certified as of Dec. 31, 1940 | $ 46,892.00 |
| Balance of Allotment " " " " " 1940 | 22,236.24 |
| T O T A L - | $ 69,128.24 |

## Expenditure & Commitments
## Maintenance Division

### Jan. 1st to Dec. 31st, 1940

| | | | |
|---|---|---|---|
| **Expenditure:** | | | |
| Direct: | | | |
| Supervision | $ 81,624.74 | | |
| Salary Labor | 88,171.63 | | |
| Labor | 1,941,743.40 | | |
| " Maint. Chauffeurs | 241,314.12 | | |
| " Equipt. " | 25,362.96 | | |
| Outside Equipment | 433,743.83 | | |
| Dept. Trucks | 329,116.09 | | |
| " Cars | 73,999.01 | | |
| " Equipment | 183,747.79 | | |
| Material | 969,036.07 | | |
| " Fernwood | 144,941.62 | | |
| Freight | 4,962.57 | | |
| Snow Removal | 147,015.54 | | |
| Miscellaneous | 126,070.52 | | |
| Compensation | 25,133.59 | | |
| Medical | 10,635.28 | | |
| Compensation - Temporary | 3,628.25 | | |
| Charges from Equipment & Electrical Divisions | 33,608.74 | | |
| " from Engineering Division | 19,595.79 | | |
| " " Stores & Stock Acct. | 14,717.60 | | |
| Dept. Tools, etc. | 42,697.53 | $4,940,866.67 | |
| General | | | |
| Salaries | $ 111,680.61 | | |
| " Inspectors | 26,160.00 | | |
| Expenses | 16,403.04 | | |
| " Inspectors | 87.60 | | |
| Advertising | 157.82 | | |
| Postage | 3,462.46 | | |
| Supplies & Equipt. | 4,491.67 | | |
| Miscellaneous | 15,852.02 | | |
| Telephone | 5,414.54 | 183,709.76 | |
| TOTAL EXPENDITURE | | | $5,124,576.43 |
| **Commitments:** | | | |
| Outside Equipt. & Labor | $ 28,893.00 | | |
| Material, Freight, etc. | 456,891.05 | | |
| Due Municipalities | 2,160.93 | | |
| Maintenance Projects | 486,368.87 | | |
| Liability Compensation | 5,833.12 | | |
| Institutions | 73,709.23 | | |
| TOTAL COMMITMENTS | | | 1,053,856.20 |
| TOTAL EXPENDITURE AND COMMITMENTS | | | $6,178,432.63 |

Schedule #13

## Distribution of Expenditure and Commitments
## Maintenance Division
## January 1st, 1940 to Dec. 31st, 1940

| Expenditure: | Total | Maintenance State Highway | Institutional Roads & Approaches | Credit Work Done for Other Divisions |
|---|---|---|---|---|
| Maintenance of Roads | $2,394,259.07 | $2,026,059.75 | $ 368,199.32 | $ |
| " " Bridges | 141,787.69 | 141,787.69 | | |
| Landscape & Roadside Beautification | 374,399.08 | 374,399.08 | | |
| Miscellaneous, Signs & Special Work | 168,028.39 | 168,028.39 | | |
| Snow Removal | 665,724.21 | 665,724.21 | | |
| Construction | 527,534.22 | | | 527,534.22 |
| W. P. A. | 740,729.15 | | 65,325.16 | 675,403.99 |
| Scales | 2,288.57 | 2,288.57 | | |
| Engineering | 11,975.39 | | | 11,975.39 |
| Other Divisions | 90,001.04 | | | 90,001.04 |
| Accounts Receivable | 7,849.62 | | | 7,849.62 |
| TOTAL EXPENDITURE | $5,124,576.43 | $3,378,287.69 | $ 433,524.48 | $1,312,764.26 |
| Commitments | 1,053,856.20 | 980,146.97 | 73,709.23 | 0 |
| T O T A L - | $6,178,432.63 | $4,358,434.66 | $ 507,233.71 | $1,312,764.26 |

### Status of Allotment - Maintenance Fund

| | Balance 1939 Commitment | 1940 Allotment | 1940 Total Funds | Expenditure | Commitments | Total Expenditure & Commitments | Balance |
|---|---|---|---|---|---|---|---|
| Maintenance | $1,111,225.96 | $3,293,800.00 | $4,405,025.96 | $3,378,287.69 | $ 980,146.97 | $4,358,434.66 | $ 46,591.30 |
| Institutional Roads | 107,233.71 | 400,000.00 | 507,233.71 | 433,524.48 | 73,709.23 | 507,233.71 | 0 |
| | $1,218,459.67 | $3,693,800.00 | $4,912,259.67 | $3,811,812.17 | $1,053,856.20 | $4,865,668.37 | $ 46,591.30 |

Schedule #14

Auditing & Accounting Bureau

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on Guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - Main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rt | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| | Miles | 17.884 | | 2.999 | | 1.207 | | .422 | | | | | | .090 | | | | | | 22.592 | |
| | M-1 | $ 3,118.73 | $174.39 | $ 1,005.65 | $ 336.45 | $ 4,434.27 | $ 3,673.79 | $ 74.79 | $ 177.23 | $ | $ | $ | $ | $ 39.54 | $ 439.33 | $ | $ | $ | $ | $ 8,672.98 | $ 383.89 |
| | M-2 | 453.09 | 25.33 | | | | | | | | | | | | | | | | | 453.09 | 20.06 |
| | M-3 | 17,700.13 | 989.72 | 7,700.81 | 2,576.36 | 190.05 | 157.46 | 2,986.13 | 7,076.25 | | | | | | | | | | | 28,577.17 | 1,264.92 |
| 1 | M-4 | 497.65 | 27.83 | 392.49 | 107.89 | 3.94 | 3.26 | | | | | | | | | | | | | 824.08 | 36.48 |
| | E-5 | 3,387.81 | 189.43 | | | | | | | | | | | | | | | | | 3,387.81 | 149.96 |
| | E-7 | 7,346.04 | 410.76 | 1,365.43 | 456.89 | | | | | | | | | | | | | | | 8,711.47 | 385.60 |
| | E-8 | 1,162.85 | 65.02 | | | | | | | | | | | | | | | | | 1,162.85 | 51.47 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 33,666.30 | $1,882.48 | $10,394.38 | $3,477.59 | 4,628.26 | 3,834.51 | 3,060.97 | 7,253.48 | | | | | | | | | 2,524.06 | | 2,524.06 | |
| S-1 | Miles | 3.058 | | | | .087 | | | | | | | | | | | | | | 3.145 | |
| | M-1 | 290.22 | 94.90 | | | | | | | | | | | 39.54 | 439.33 | | | 2,524.06 | | 54,313.51 | 2,292.38 |
| | M-2 | 63.90 | 20.90 | | | 25.90 | 297.70 | | | | | | | | | | | | | 316.12 | 100.52 |
| | M-3 | 567.54 | 185.59 | | | | | | | | | | | | | | | | | 63.90 | 20.32 |
| | M-4 | 132.00 | 43.17 | | | | | | | | | | | | | | | | | 567.54 | 180.46 |
| | E-5 | 45.19 | 14.78 | | | | | | | | | | | | | | | | | 132.00 | 41.97 |
| | Const. | | | | | | | | | | | | | | | | | | | 45.19 | 14.37 |
| | Total | 1,098.85 | 359.34 | | | 25.90 | 297.70 | | | | | | | | | | | | | 1,124.75 | 357.64 |
| S-1A | Miles | 2.091 | | | | | | | | | | | | | | | | | | 2.091 | |
| | M-1 | 256.60 | 122.72 | | | | | | | | | | | | | | | | | 256.60 | 122.73 |
| | M-2 | 186.23 | 89.06 | | | | | | | | | | | | | | | | | 186.23 | 89.06 |
| | M-3 | 486.65 | 232.74 | | | | | | | | | | | | | | | | | 486.65 | 232.73 |
| | M-4 | 1.97 | .94 | | | | | | | | | | | | | | | | | 1.97 | .94 |
| | E-5 | 135.58 | 64.84 | | | | | | | | | | | | | | | | | 135.58 | 64.84 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 1,067.03 | 510.30 | | | | | | | | | | | | | | | | | 1,067.03 | 510.30 |
| 2 | Miles | 25.925 | | | | | | | | | | | | .276 | | | | | | 26.201 | |
| | M-1 | 658.61 | 25.41 | | | | | | | | | | | 257.79 | 934.02 | | | | | 916.40 | 34.97 |
| | M-2 | 3,468.58 | 133.79 | | | | | | | | | | | | | | | | | 3,468.58 | 132.38 |
| | M-3 | 8,982.44 | 346.48 | | | | | | | | | | | | | | | | | 8,982.44 | 342.83 |
| | M-4 | 774.95 | 29.89 | | | | | | | | | | | | | | | | | 774.95 | 29.58 |
| | E-5 | 7,172.40 | 276.66 | | | | | | | | | | | | | | | | | 7,172.40 | 273.75 |
| | E-7 | 2,479.52 | 95.64 | | | | | | | | | | | | | | | | | 2,479.52 | 94.63 |
| | E-8 | 1,294.27 | 49.92 | | | | | | | | | | | | | | | | | 1,294.27 | 49.40 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 24,830.77 | 957.79 | | | | | | | | | | | 257.79 | 934.02 | | | | | 25,088.56 | 957.54 |
| 3 | Miles | 8.465 | | | | .065 | | | | | | | | .015 | | | | | | 8.545 | |
| | M-1 | 1,101.05 | 130.07 | | | 19.80 | 304.62 | | | | | | | 44.76 | 2,984.00 | | | | | 1,165.61 | 136.41 |
| | M-2 | 1,473.23 | 174.04 | | | | | | | | | | | | | | | | | 1,473.23 | 172.41 |
| | M-3 | 9,224.92 | 1,089.77 | | | | | | | | | | | | | | | | | 9,224.92 | 1,079.57 |
| | M-4 | 670.63 | 79.22 | | | | | | | | | | | | | | | | | 670.63 | 78.48 |
| | E-5 | 2,265.06 | 267.58 | | | | | | | | | | | | | | | | | 2,265.06 | 265.07 |
| | E-7 | 2,990.37 | 353.26 | | | | | | | | | | | | | | | | | 2,990.37 | 349.95 |
| | E-8 | 7,028.66 | 830.32 | | | | | | | | | | | | | | | | | 7,028.66 | 822.55 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 24,753.92 | 2,924.26 | | | 19.80 | 304.62 | | | | | | | 44.76 | 2,984.00 | | | | | 24,818.48 | 2,904.44 |
| S-3 | Miles | .763 | | | | | | | | | | | | .049 | | | | 2.163 | | 2.975 | |
| | M-1 | 1.80 | 2.36 | | | | | | | | | | | 21.69 | 442.65 | | | | | 23.49 | 7.90 |
| | M-3 | 34.62 | 45.37 | | | | | | | | | | | | | | | | | 34.62 | 11.64 |
| | M-4 | 1.97 | 2.58 | | | | | | | | | | | 172.66 | 3,523.67 | | | | | 174.63 | 58.70 |
| | E-7 | 170.93 | 224.02 | | | | | | | | | | | | | | | | | 170.93 | 57.45 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 209.32 | 274.33 | | | | | | | | | | | 194.35 | 3,966.32 | | | | | 403.67 | 135.69 |
| 4 | Miles | 121.138 | | .863 | | 18.829 | | | | | | 14.052 | | 1.708 | | .400 | | 1.164 | | 158.174 | |
| | M-1 | 7,843.98 | 64.75 | | | 1,960.78 | 104.14 | | | | | 6,231.62 | 443.47 | 2,998.47 | 1,755.54 | 64.12 | 160.30 | 737.82 | 633.87 | 19,836.79 | 125.41 |
| | M-2 | 6,226.41 | 51.40 | | | | | | | | | | | | | | | | | 6,226.41 | 39.36 |
| | M-3 | 84,675.05 | 699.00 | 982.66 | 1,112.87 | 7,291.65 | 387.26 | | | | | 5,515.31 | 392.49 | 407.00 | 238.29 | 67.58 | 168.95 | 297.09 | 255.23 | 99,236.34 | 627.39 |
| | M-4 | 2,869.98 | 23.69 | | | 732.46 | 38.90 | | | | | 700.18 | 49.83 | 124.34 | 72.80 | | | 482.53 | 414.54 | 4,909.49 | 31.04 |
| | E-5 | 8,332.36 | 68.78 | | | | | | | | | 4,571.73 | 325.34 | | | | | | | 12,904.09 | 81.58 |
| | E-7 | 13,327.08 | 110.02 | | | 25.82 | 1.36 | | | | | 1,193.80 | 84.99 | 1,399.35 | 819.29 | | | 154.68 | 132.89 | 16,100.73 | 101.79 |
| | E-8 | 27,073.94 | 223.50 | | | 1,697.05 | 90.13 | | | | | 106.74 | 7.60 | | | | | | | 28,877.73 | 182.57 |
| | Const. | 138.55 | | | | | | | | | | | | | | | | 178.83 | | 317.38 | |
| | Total | 150,487.35 | 1,241.14 | 982.66 | 1,112.87 | 11,707.76 | 621.79 | | | | | 18,319.38 | 1,303.68 | 4,929.16 | 2,885.92 | 131.70 | 329.25 | 1,850.95 | 1,436.53 | 188,408.96 | 1,189.14 |
| | | | | | | | | | | | | 6.920 | | | | | | | | 6.920 | |
| S4A | Miles | | | | | | | | | | | 2,382.98 | 344.36 | | | | | | | 2,382.98 | 344.36 |
| | M-1 | | | | | | | | | | | 179.11 | 25.88 | | | | | | | 179.11 | 25.88 |
| | M-3 | | | | | | | | | | | 729.60 | 105.43 | | | | | | | 729.60 | 105.43 |
| | E-5 | | | | | | | | | | | 1,089.95 | 157.51 | | | | | | | 1,089.95 | 157.51 |
| | E-7 | | | | | | | | | | | 242.32 | 35.02 | | | | | | | 242.32 | 35.02 |
| | E-8 | | | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | 4,623.96 | 668.20 | | | | | | | 4,623.96 | 668.20 |
| | Total | | | | | | | | | | | | | | | | | 10.609 | | 10.609 | |
| S-4B | Miles | | | | | | | | | | | | | | | | | 199.99 | 18.85 | 199.99 | 18.85 |
| | M-3 | | | | | | | | | | | | | | | | | 1,418.17 | 133.68 | 1,418.17 | 133.68 |
| | E-7 | | | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | 1,618.16 | 152.53 | 1,618.16 | 152.53 |
| | Total | | | | | | | | | | | | | | | | | | | | |



Schedule #144
Auditing & Accounting Bureau

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| Rt. | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| 5 | Miles | 3.691 | | .264 | | .691 | | | | | | | | | | | | | | 4.646 | |
| | M-1 | $ 660.08 | $ 178.84 | $ 977.59 | $ 3,442.22 | $ 10.11 | $ 14.63 | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ 1,647.78 | $ 353.15 |
| | M-3 | 910.75 | 246.75 | 39.40 | 138.73 | | | | | | | | | | | | | | | 950.15 | 203.63 |
| | M-4 | 74.38 | 20.15 | | | | | | | | | | | | | | | | | 74.38 | 15.94 |
| | E-7 | 6,086.67 | 1,649.06 | | | | | | | | | | | | | | | | | 6,086.67 | 1,304.47 |
| | E-8 | 15.76 | 4.26 | | | | | | | | | | | | | | | | | 15.76 | 3.38 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 7,747.64 | 2,099.06 | 1,016.99 | 3,580.95 | 10.11 | 14.63 | | | | | | | | | | | | | 8,774.74 | 1,880.67 |
| 6 | Miles | 55.156 | | 2.879 | | 7.367 | | .507 | | | | | | | | .114 | | 3.609 | | 69.632 | |
| | M-1 | 2,828.66 | 51.28 | 2,028.93 | 704.73 | 2,005.97 | 272.29 | | | | | | | | | 2.99 | 26.23 | 5.07 | 1.40 | 6,871.62 | 98.68 |
| | M-2 | 597.19 | 10.83 | | | | | | | | | | | | | | | | | 597.19 | 8.58 |
| | M-3 | 21,118.30 | 382.88 | 365.67 | 127.01 | 688.31 | 93.43 | 31.52 | 62.17 | | | | | | | 15.71 | 137.81 | 1,590.91 | 440.82 | 23,810.42 | 341.95 |
| | M-4 | 3,460.80 | 62.75 | 17.64 | 6.13 | 37.01 | 5.02 | | | | | | | | | | | 31.25 | 8.66 | 3,546.70 | 50.93 |
| | E-5 | 4,484.67 | 81.31 | | | | | | | | | | | | | | | | | 4,484.67 | 64.41 |
| | E-7 | 11,449.33 | 207.58 | 1,106.43 | 384.31 | 1,055.40 | 143.26 | | | | | | | | | | | 1,822.64 | 505.03 | 15,433.80 | 221.65 |
| | E-8 | 10,823.29 | 196.23 | | | 218.20 | 29.62 | 239.41 | 472.21 | | | | | | | | | 191.33 | 53.01 | 11,472.23 | 164.76 |
| | Const. | 803.51 | | | | | | | | | | | | | | | | 235.74 | | 1,039.25 | |
| | Total | 55,565.75 | 992.86 | 3,518.67 | 1,222.18 | 4,004.89 | 543.62 | 270.93 | 534.38 | | | | | | | 18.70 | 164.04 | 3,876.94 | 1,008.92 | 67,255.88 | 950.96 |
| S-6 | Miles | .932 | | .867 | | | | | | | | | | | | | | | | 1.799 | |
| | M-1 | 67.67 | 72.61 | 268.93 | 310.18 | | | | | | | | | | | | | | | 336.60 | 187.10 |
| | M-3 | 44.93 | 48.21 | 123.37 | 142.30 | | | | | | | | | | | | | | | 168.30 | 93.55 |
| | M-4 | 24.40 | 26.18 | | | | | | | | | | | | | | | | | 24.40 | 13.56 |
| | E-7 | 191.75 | 205.74 | | | | | | | | | | | | | | | | | 191.75 | 106.59 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 328.75 | 352.74 | 392.30 | 452.48 | | | | | | | | | | | | | | | 721.05 | 400.80 |
| 7 | Miles | 1.223 | | | | 3.897 | | .190 | | | | | | | | | | | | 5.310 | |
| | M-1 | 23.50 | 19.22 | | | 83.79 | 21.50 | 2.40 | 12.63 | | | | | | | | | | | 109.69 | 20.66 |
| | M-3 | 123.69 | 101.14 | | | 424.00 | 108.80 | 4.57 | 24.05 | | | | | | | | | | | 552.26 | 104.00 |
| | M-4 | 3.60 | 2.94 | | | | | | | | | | | | | | | | | 3.60 | .68 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 150.79 | 123.30 | | | 507.79 | 130.30 | 6.97 | 36.68 | | | | | | | | | | | 665.55 | 125.34 |
| 8 | Miles | 23.830 | | | | | | | | | | | | .124 | | | | | | 23.954 | |
| | M-1 | 536.64 | 22.52 | | | | | | | | | | | 60.60 | 488.71 | | | | | 597.24 | 24.93 |
| | M-2 | 126.09 | 5.29 | | | | | | | | | | | | | | | | | 126.09 | 5.26 |
| | M-3 | 10,089.25 | 422.55 | | | | | | | | | | | 24.59 | 198.31 | | | | | 10,093.84 | 421.38 |
| | M-4 | 260.86 | 10.95 | | | | | | | | | | | 1.51 | 12.18 | | | | | 262.37 | 10.95 |
| | E-5 | 51.71 | 2.17 | | | | | | | | | | | | | | | | | 51.71 | 2.16 |
| | E-7 | 1,554.11 | 65.22 | | | | | | | | | | | 205.27 | 1,655.40 | | | | | 1,759.38 | 73.45 |
| | E-8 | 17,097.89 | 717.49 | | | | | | | | | | | 2,150.29 | 17,341.04 | | | | | 19,248.18 | 803.55 |
| | Const. | | | | | | | | | | | | | 2,442.26 | 19,695.64 | | | | | 32,138.81 | 1,341.68 |
| | Total | 29,696.55 | 1,246.19 | | | | | | | | | | | | .043 | | | | | 24.230 | |
| 10 | Miles | 19.189 | | 3.797 | | | | 1.201 | | | | | | | | | | | | 3,372.98 | 139.21 |
| | M-1 | 329.81 | 17.19 | 2,976.11 | 783.81 | | | 44.58 | 37.12 | | | | | 22.48 | 522.79 | | | | | 1,008.65 | 41.63 |
| | M-2 | 1,003.65 | 52.56 | | | | | | | | | | | | | | | | | 10,375.29 | 428.20 |
| | M-3 | 7,506.02 | 391.16 | 1,264.64 | 333.06 | | | 1,604.63 | 1,336.08 | | | | | | | | | | | 1,362.79 | 56.24 |
| | M-4 | 1,301.24 | 67.81 | | | | | 61.55 | 51.25 | | | | | | | | | | | 144.39 | 5.96 |
| | E-5 | 144.39 | 7.52 | | | | | | | | | | | | | | | | | 5,206.11 | 214.88 |
| | E-7 | 4,454.34 | 232.13 | 751.77 | 197.99 | | | | | | | | | | | | | | | 3,217.16 | 132.78 |
| | E-8 | 2,929.64 | 152.67 | 20.50 | 5.40 | | | 267.02 | 222.33 | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | 22.48 | 522.79 | | | | | 24,687.37 | 1,018.88 |
| | Total | 17,674.09 | 921.04 | 5,013.02 | 1,320.26 | | | 1,977.78 | 1,646.78 | | | | | | 3.720 | | | | | 16.900 | |
| 12 | Miles | 9.880 | | | | | | | | 3.300 | | | | | | | | | | 2,284.56 | 135.18 |
| | M-1 | 453.17 | 45.87 | | | | | | | 681.00 | 206.36 | | | 1,150.39 | 309.24 | | | | | 9,794.44 | 579.55 |
| | M-3 | 7,738.29 | 783.23 | | | | | | | 261.91 | 79.37 | | | 1,794.24 | 482.32 | | | | | 169.57 | 10.03 |
| | M-4 | 44.96 | 4.55 | | | | | | | | | | | 124.61 | 33.50 | | | | | 1,471.88 | 87.09 |
| | E-5 | 142.47 | 14.42 | | | | | | | | | | | 1,329.41 | 357.37 | | | | | 1,791.19 | 105.99 |
| | E-7 | 899.48 | 91.04 | | | | | | | | | | | 891.71 | 239.71 | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 15,511.64 | 917.94 |
| | Total | 9,278.37 | 939.11 | | | | | | | | | | | 5,290.36 | 1,422.14 | | | | | 5.164 | |
| 21 | Miles | 1.980 | | | | 3.097 | | | | | | | | | .087 | | | | | 957.81 | 185.48 |
| | M-1 | 587.89 | 296.91 | | | 367.06 | 118.52 | | | | | | | 2.86 | 32.87 | | | | | 4,498.54 | 871.13 |
| | M-3 | 2,879.50 | 1,454.29 | | | 1,619.04 | 522.78 | | | | | | | | | | | | | 287.51 | 55.80 |
| | M-4 | 236.01 | 119.20 | | | 31.50 | 10.17 | | | | | | | | | | | | | | |
| | E-5 | | | | | | | | | | | | | | | | | | | 187.82 | 36.37 |
| | E-7 | 187.82 | 94.86 | | | | | | | | | | | | | | | | | 1,350.71 | 261.56 |
| | E-8 | 1,350.71 | 682.18 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | 2.86 | 32.87 | | | | | 7,262.39 | 1,406.34 |
| | Total | 5,241.93 | 2,647.44 | | | 2,017.60 | 651.47 | | | | | | | | | | | | | .147 | |
| 22 | Miles | .147 | | | | | | | | | | | | | | | | | | 55.85 | 379.93 |
| | M-3 | 55.85 | 379.93 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 55.85 | 379.93 |
| | Total | 55.85 | 379.93 | | | | .040 | | | 6.859 | | | | | .190 | | | 2.650 | | 55.738 | |
| 23 | Miles | 45.996 | | | | 15.36 | 384.00 | | | 1,282.44 | 179.68 | | | 15.70 | 82.63 | | | 1,207.87 | 455.80 | 5,192.99 | 93.17 |
| | M-1 | 2,721.82 | 59.17 | | | | | | | 747.84 | 109.03 | | | | | | | 499.68 | 188.56 | 15,156.63 | 271.94 |
| | M-3 | 13,909.11 | 302.40 | | | 1.94 | 48.50 | | | 89.39 | 13.03 | | | 7.74 | 40.74 | | | 28.84 | 10.88 | 2,005.37 | 35.98 |
| | M-4 | 1,877.46 | 40.82 | | | | | | | | | | | | | | | | | 313.18 | 5.62 |
| | E-5 | 313.18 | 6.81 | | | | | | | 186.02 | 27.12 | | | | | | | 388.69 | 146.68 | 9,226.94 | 165.55 |
| | E-7 | 8,652.23 | 188.11 | | | | | | | 187.56 | 27.35 | | | 219.44 | 1,154.95 | | | | | 657.41 | 11.80 |
| | E-8 | 250.41 | 5.44 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | 17.30 | 432.50 | | | 2,443.25 | 356.21 | | | 242.88 | 1,278.32 | | | 2,125.08 | 801.92 | 32,552.52 | 584.04 |
| | Total | 27,724.01 | 602.75 | | | | | | | | | | | | | | | | | | |

Schedule #14-B

Auditing & Accounting Bureau

## ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| Rt. | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| 24 | Miles | 24.730 | | 2.299 | | 4.865 | | .231 | | | | | | | | | | | | 32.125 | |
| | M-1 | $ 2,025.27 | $ 81.90 | $ 506.80 | $ 220.44 | $ 82.55 | $ 16.97 | $ 6.84 | $ 29.61 | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ 2,621.46 | $ 81.60 |
| | M-2 | | | | | 213.86 | 43.96 | | | | | | | | | | | | | 213.86 | 6.66 |
| | M-3 | 8,888.84 | 359.43 | 471.93 | 205.28 | 495.81 | 101.91 | 36.34 | 157.32 | | | | | | | | | | | 9,892.92 | 307.95 |
| | M-4 | 1,000.36 | 40.45 | | | | | | | | | | | | | | | | | 1,000.36 | 31.14 |
| | E-7 | 5,271.34 | 213.16 | 283.32 | 123.24 | 143.71 | 29.54 | | | | | | | | | | | | | 5,698.37 | 177.38 |
| | E-8 | 4,928.45 | 199.29 | | | | | | | | | | | | | | | | | 4,928.45 | 153.41 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 22,114.26 | 894.23 | 1,262.05 | 548.96 | 936.93 | 192.38 | 43.18 | 186.93 | | | | | | | | | | | | |
| 8-24 | Miles | 10.465 | | | | .044 | | | | | | | | .149 | | | | | | 10.658 | |
| | M-1 | 755.17 | 72.16 | | | | | | | | | | | | | | | | | 755.17 | 70.85 |
| | M-2 | 761.31 | 72.75 | | | | | | | | | | | | | | | | | 761.31 | 71.43 |
| | M-3 | 5,769.36 | 551.30 | | | | | | | | | | | | | | | | | 5,769.36 | 541.32 |
| | M-4 | 428.30 | 40.93 | | | | | | | | | | | | | | | | | 428.30 | 40.19 |
| | E-5 | 132.46 | 12.66 | | | | | | | | | | | | | | | | | 132.46 | 12.43 |
| | E-7 | 85.65 | 8.18 | | | | | | | | | | | | | | | | | 85.65 | 8.04 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 7,932.25 | 757.98 | | | | | | | | | | | | | | | | | 7,932.25 | 744.26 |
| 25 | Miles | 71.618 | | 20.034 | | 7.230 | | 4.973 | | | | | | .325 | | | | | | 104.180 | |
| | M-1 | 11,646.45 | 162.62 | 16,406.78 | 818.95 | 4,667.84 | 645.62 | 3,633.00 | 730.54 | | | | | | | | | | | 36,861.20 | 353.82 |
| | M-2 | 5,107.56 | 71.32 | | | 261.05 | 36.11 | | | | | | | 507.13 | 156.04 | | | | | 5,368.61 | 51.53 |
| | M-3 | 74,091.87 | 1,034.54 | 13,132.89 | 655.53 | 7,319.98 | 1,012.45 | 11,786.89 | 2,370.18 | | | | | 14.04 | 4.32 | | | | | 106,345.67 | 1,020.79 |
| | M-4 | 1,400.21 | 19.55 | 627.41 | 31.32 | 68.74 | 9.51 | 582.03 | 117.04 | | | | | 17.25 | 5.31 | | | | | 2,696.64 | 25.88 |
| | E-5 | 3,587.55 | 50.09 | | | 1,535.33 | 212.36 | | | | | | | 328.62 | 101.11 | | | | | 5,451.50 | 52.33 |
| | E-7 | 11,985.76 | 167.33 | 5,627.50 | 280.90 | 115.78 | 16.01 | | | | | | | 675.37 | 207.81 | | | | | 18,509.97 | 177.67 |
| | E-8 | 4,203.15 | 58.69 | 51.47 | 2.57 | | | 107.56 | 21.63 | | | | | | | | | | | 8,562.19 | 82.19 |
| | Const. | 15,143.31 | | | | | | 4,307.57 | 866.19 | | | | | | | | | | | 15,143.31 | |
| | Total | 127,165.86 | 1,564.14 | 35,846.05 | 1,789.27 | 13,968.72 | 1,932.06 | 20,417.05 | 4,105.58 | | | | | 1,542.41 | 474.59 | | | | | 198,938.09 | 1,764.21 |
| 26 | Miles | 25.161 | | | | .687 | | | | | | | | | | | | | | 25.848 | |
| | M-1 | 4,096.30 | 162.80 | | | 46.52 | 67.71 | | | | | | | | | | | | | 4,142.82 | 160.28 |
| | M-2 | 491.76 | 19.54 | | | | | | | | | | | | | | | | | 491.76 | 19.03 |
| | M-3 | 20,599.90 | 818.72 | | | 151.86 | 221.05 | | | | | | | | | | | | | 20,751.76 | 802.84 |
| | M-4 | 443.63 | 17.63 | | | | | | | | | | | | | | | | | 443.63 | 17.19 |
| | E-5 | 1,011.99 | 40.22 | | | | | | | | | | | | | | | | | 1,011.99 | 39.15 |
| | E-7 | 1,177.36 | 46.79 | | | | | | | | | | | | | | | | | 1,177.36 | 45.55 |
| | E-8 | 1,676.71 | 66.64 | | | | | | | | | | | | | | | | | 1,676.71 | 64.87 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 29,497.65 | 1,172.54 | | | 198.38 | 288.76 | | | | | | | | | | | | | | |
| 27 | Miles | 18.205 | | .821 | | 22.836 | | 1.140 | | | | | | | | | | 1.400 | | 44.402 | |
| | M-1 | 4,151.24 | 228.03 | 1,705.82 | 2,077.73 | 9,302.85 | 407.38 | 130.91 | 114.83 | | | | | | | | | | | 29,696.03 | 1,148.91 |
| | M-2 | 473.82 | 26.03 | | | 1,220.22 | 53.43 | | | | | | | | | | | 589.93 | 421.38 | 15,880.75 | 357.66 |
| | M-3 | 11,591.37 | 636.71 | 938.40 | 1,143.00 | 11,628.88 | 509.23 | 117.23 | 102.83 | | | | | | | | | | | 1,694.04 | 38.15 |
| | M-4 | 305.90 | 16.80 | 30.09 | 36.65 | 180.25 | 7.89 | | | | | | | | | | | | | 24,275.88 | 546.73 |
| | E-5 | | | | | | | | | | | | | | | | | | | 516.24 | 11.63 |
| | E-7 | 236.46 | 12.99 | | | 6,189.16 | 271.03 | | | | | | | | | | | 25.18 | 17.99 | 25.18 | .57 |
| | Const. | | | | | | | | | | | | | | | | | 161.00 | 115.00 | 6,586.62 | 148.34 |
| | Total | 16,758.79 | 920.56 | 2,674.31 | 3,257.38 | 28,521.36 | 1,248.96 | 248.14 | 217.66 | | | | | | | | | | | | |
| 28 | Miles | 50.617 | | .036 | | 5.372 | | | | | | | | | | | | 776.11 | 554.37 | 48,978.71 | 1,103.08 |
| | M-1 | 6,836.68 | 135.07 | | | 369.58 | 68.80 | | | | | | | | | | | | | 56.025 | |
| | M-2 | 116.35 | 2.30 | | | 35.85 | 6.67 | | | | | | | | | | | | | 7,206.26 | 128.63 |
| | M-3 | 28,098.72 | 555.12 | 30.00 | 833.33 | 2,202.78 | 410.05 | | | | | | | | | | | | | 152.20 | 2.72 |
| | M-4 | 664.14 | 13.12 | | | 56.92 | 10.59 | | | | | | | | | | | | | 30,331.50 | 541.39 |
| | E-5 | 4,482.20 | 88.55 | | | | | | | | | | | | | | | | | 721.06 | 12.87 |
| | E-7 | 12,688.44 | 250.28 | | | 756.76 | 140.87 | | | | | | | | | | | | | 4,482.20 | 80.00 |
| | E-8 | 2,403.28 | 47.48 | | | 24.53 | 4.57 | | | | | | | | | | | | | 13,425.20 | 239.63 |
| | Const. | | | | | | | | | | | | | | | | | | | 2,427.81 | 43.33 |
| | Total | 55,269.81 | 1,091.92 | 30.00 | 833.33 | 3,446.42 | 641.55 | | | | | | | | | | | | | | |
| 8-28 | Miles | 8.174 | | | | | | | | | | | | .275 | | | | | | 58,746.23 | 1,048.57 |
| | M-1 | 1,274.93 | 155.97 | | | | | | | | | | | 200.07 | 727.53 | | | | | 8.449 | |
| | M-2 | 4,375.15 | 535.01 | | | | | | | | | | | | | | | | | 1,475.00 | 174.58 |
| | M-3 | 3,586.25 | 438.74 | | | | | | | | | | | | | | | | | 4,373.15 | 517.59 |
| | M-4 | 451.07 | 55.18 | | | | | | | | | | | | | | | | | 3,586.25 | 424.46 |
| | E-5 | 1,055.75 | 128.91 | | | | | | | | | | | | | | | | | 451.07 | 53.39 |
| | E-7 | 104.04 | 12.73 | | | | | | | | | | | | | | | | | 1,053.75 | 124.72 |
| | E-8 | 998.15 | 122.11 | | | | | | | | | | | | | | | | | 104.04 | 12.31 |
| | Const. | | | | | | | | | | | | | | | | | | | 998.15 | 118.14 |
| | Total | 11,841.54 | 1,448.65 | | | | | | | | | | | 200.07 | 727.53 | | | | | | |
| 29 | Miles | 45.881 | | .406 | | .668 | | | | | | | | | | | | | | 12,041.41 | 1,425.19 |
| | M-1 | 6,229.64 | 135.78 | 228.83 | 563.62 | 522.93 | 782.83 | | | | | | | | | | | | | 46.955 | |
| | M-2 | 1,692.67 | 36.89 | | | | | | | | | | | | | | | | | 6,981.40 | 148.68 |
| | M-3 | 31,320.68 | 682.65 | | | 452.20 | 676.95 | | | | | | | | | | | | | 1,692.67 | 36.06 |
| | M-4 | 560.92 | 12.23 | | | | | | | | | | | | | | | | | 31,772.88 | 676.67 |
| | E-5 | 4,566.25 | 99.52 | | | | | | | | | | | | | | | | | 560.92 | 11.94 |
| | E-7 | 7,079.61 | 154.30 | | | 10.22 | 15.30 | | | | | | | | | | | | | 4,566.25 | 97.25 |
| | E-8 | 336.00 | 7.32 | | | | | | | | | | | | | | | | | 7,089.83 | 150.99 |
| | Const. | | | | | | | | | | | | | | | | | | | 336.00 | 7.16 |
| | Total | 51,785.77 | 1,128.69 | 228.83 | 563.62 | 985.35 | 1,475.08 | | | | | | | | | | | | | 52,999.95 | 1,128.74 |

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL YEAR.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| Rt. | Class of Work | CONCRETE TOTAL COST | CONCRETE COST PER MILE | BITUMINOUS CONCRETE STONE BASE TOTAL COST | BITUMINOUS CONCRETE STONE BASE COST PER MILE | BITUMINOUS CONCRETE CONCRETE BASE TOTAL COST | BITUMINOUS CONCRETE CONCRETE BASE COST PER MILE | STONE BLOCK TOTAL COST | STONE BLOCK COST PER MILE | MACADAM TOTAL COST | MACADAM COST PER MILE | GRAVEL TOTAL COST | GRAVEL COST PER MILE | BITUMINOUS MACADAM TOTAL COST | BITUMINOUS MACADAM COST PER MILE | BRICK TOTAL COST | BRICK COST PER MILE | DIRT, CINDERS, ETC. TOTAL COST | DIRT, CINDERS, ETC. COST PER MILE | TOTAL TOTAL COST | TOTAL COST PER MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29A | Miles | 2.997 | | | | | | | | | | | | | | | | .852 | | 3.849 | |
| | M-3 | $ 2,938.05 | $ 980.32 | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ 2,938.05 | $ 763.32 |
| | M-4 | 152.51 | 50.89 | | | | | | | | | | | | | | | | | 152.61 | 39.62 |
| | E-7 | 599.88 | 200.16 | | | | | | | | | | | | | | | | | 599.88 | 155.85 |
| | Const. | | | | | | | | | | | | | | | | | | | 3,690.42 | 958.79 |
| | Total | 3,690.42 | 1,231.37 | | | | | | | | | | | | | | | | | 48.270 | |
| 30 | Miles | 47.467 | | .152 | | .020 | | | | .131 | | | | .500 | | | | | | 5,314.43 | 110.10 |
| | M-1 | 4,092.06 | 86.21 | 233.51 | 1,536.25 | | | | | 149.56 | 1,141.68 | | | 839.30 | 1,678.60 | | | | | 897.92 | 18.90 |
| | M-2 | 897.92 | 18.93 | | | | | | | | | | | | | | | | | 30,542.06 | 632.75 |
| | M-3 | 30,423.04 | 640.93 | 25.56 | 168.16 | | | | | | | | | 93.46 | 186.92 | | | | | 1,173.61 | 24.31 |
| | M-4 | 1,171.35 | 24.68 | | | | | | | 2.26 | 17.25 | | | | | | | | | 8,986.58 | 186.17 |
| | E-5 | 8,761.66 | 184.58 | | | | | | | | | | | 224.92 | 449.84 | | | | | 12,837.25 | 265.95 |
| | E-7 | 12,837.25 | 270.44 | | | | | | | | | | | | | | | | | 1,629.94 | 33.77 |
| | E-8 | 1,629.94 | 34.34 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | | | 61,381.79 | 1,271.63 |
| | Total | 59,813.22 | 1,260.11 | 259.07 | 1,704.41 | | | | | 151.82 | 1,158.93 | | | 1,157.68 | 2,315.36 | | | | | 56.149 | |
| 31 | Miles | 48.204 | | .787 | | 2.500 | | | | 3.458 | | | | 1.200 | | | | | | 6,175.84 | 109.99 |
| | M-1 | 1,279.99 | 26.55 | 35.64 | 45.29 | 125.76 | 50.30 | | | 4,657.93 | 1,347.00 | | | 76.52 | 63.77 | | | | | 22,920.04 | 408.20 |
| | M-2 | 20,044.91 | 415.83 | 295.93 | 376.02 | 1,437.81 | 575.12 | | | 935.09 | 270.41 | | | 206.30 | 171.92 | | | | | 1,016.97 | 18.11 |
| | M-3 | 1,006.68 | 20.88 | 5.43 | 6.90 | | | | | 4.86 | 1.41 | | | | | | | | | 16,094.89 | 286.65 |
| | M-4 | 9,091.94 | 188.61 | | | 6,730.26 | 2,692.10 | | | 272.69 | 78.86 | | | | | | | | | 11,915.86 | 212.22 |
| | E-5 | 10,855.51 | 225.20 | 61.66 | 78.35 | 875.82 | 350.33 | | | | | | | 122.87 | 102.39 | | | | | 18,645.09 | 332.06 |
| | E-7 | 18,627.77 | 386.44 | 17.32 | 22.01 | | | | | | | | | | | | | | | | |
| | E-8 | | | | | | | | | | | | | | | | | | | 76,768.69 | 1,367.23 |
| | Const. | | | | | | | | | | | | | 405.69 | 338.08 | | | | | 19.989 | |
| | Total | 60,906.80 | 1,263.51 | 415.98 | 528.57 | 9,169.65 | 3,667.85 | | | 5,870.57 | 1,697.68 | | | | | | | | | 2,032.47 | 101.78 |
| 8-31 | Miles | 14.570 | | | | .048 | | | | 2.300 | | 2.600 | | .451 | | | | | | 243.28 | 12.18 |
| | M-1 | 439.68 | 30.18 | | | | | | | 802.87 | 349.07 | 651.31 | 250.50 | 138.61 | 307.34 | | | | | 8,026.49 | 401.95 |
| | M-2 | 243.28 | 16.70 | | | | | | | | | | | | | | | | | 853.45 | 42.74 |
| | M-3 | 6,895.16 | 473.24 | | | | | | | 615.62 | 267.66 | 407.76 | 156.83 | 107.96 | 239.38 | | | | | 510.89 | 25.58 |
| | M-4 | 807.95 | 55.45 | | | 3.60 | 75.00 | | | 15.53 | 6.75 | 9.08 | 3.49 | 17.29 | 38.34 | | | | | 226.83 | 11.36 |
| | E-7 | 249.02 | 17.09 | | | | | | | 261.87 | 113.86 | | | | | | | | | | |
| | E-8 | 226.83 | 15.57 | | | | | | | | | | | | | | | | | 11,893.41 | 595.59 |
| | Const. | | | | | | | | | | | | | | | | | | | 20.677 | |
| | Total | 8,861.92 | 608.23 | | | 3.60 | 75.00 | | | 1,695.89 | 737.34 | 1,068.14 | 410.82 | 263.86 | 585.06 | | | | | 2,665.32 | 129.55 |
| 32 | Miles | 11.993 | | 7.158 | | 1.426 | | | | | | | | | | | | | | 515.06 | 25.03 |
| | M-1 | 1,077.98 | 89.88 | 1,544.14 | 215.72 | 43.70 | 30.65 | | | | | | | | | | | | | 6,087.30 | 295.83 |
| | M-2 | | | 515.06 | 71.96 | | | | | | | | | | | | | | | 372.38 | 18.10 |
| | M-3 | 3,582.56 | 298.72 | 2,221.24 | 310.32 | 283.50 | 198.81 | | | | | | | | | | | | | 3,408.82 | 165.66 |
| | M-4 | 244.97 | 20.43 | 112.88 | 15.77 | 14.53 | 10.19 | | | | | | | | | | | | | 3,573.61 | 173.67 |
| | E-7 | 2,170.39 | 180.97 | 1,238.43 | 173.01 | | | | | | | | | | | | | | | | |
| | E-8 | 3,347.82 | 279.15 | 225.79 | 31.54 | | | | | | | | | | | | | | | 16,622.99 | 807.34 |
| | Const. | | | | | | | | | | | | | | | | | | | 37.746 | |
| | Total | 10,423.72 | 869.15 | 5,857.54 | 818.32 | 341.73 | 239.65 | | | | | | | | | | | | | 2,009.13 | 53.23 |
| 33 | Miles | 35.597 | | 1.200 | | .949 | | | | | | | | | | | | | | 369.22 | 9.78 |
| | M-1 | 1,660.05 | 46.63 | 274.93 | 229.11 | 74.15 | 78.13 | | | | | | | | | | | | | 18,580.63 | 491.46 |
| | M-2 | 369.22 | 10.37 | | | | | | | | | | | | | | | | | 380.75 | 10.09 |
| | M-3 | 17,456.81 | 490.40 | 954.80 | 795.67 | 139.02 | 146.49 | | | | | | | | | | | | | 933.48 | 24.73 |
| | M-4 | 380.75 | 10.70 | | | | | | | | | | | | | | | | | 4,400.17 | 116.67 |
| | E-5 | 953.48 | 26.22 | | | | | | | | | | | | | | | | | | |
| | E-7 | 3,963.77 | 111.35 | 238.39 | 198.66 | 198.01 | 208.65 | | | | | | | | | | | | | 26,643.38 | 705.86 |
| | Const. | | | | | | | | | | | | | | | | | | | 25.780 | |
| | Total | 24,764.08 | 695.67 | 1,468.12 | 1,223.44 | 411.18 | 433.27 | | | | | | | | | | | | | 2,049.36 | 79.49 |
| 34 | Miles | 25.683 | | | | .097 | | | | | | | | | | | | | | 18,385.70 | 713.18 |
| | M-1 | 2,049.36 | 79.79 | | | | | | | | | | | | | | | | | 646.42 | 25.07 |
| | M-3 | 18,385.70 | 715.87 | | | | | | | | | | | | | | | | | 954.56 | 37.03 |
| | M-4 | 646.42 | 25.17 | | | | | | | | | | | | | | | | | 48,188.66 | 1,869.23 |
| | E-5 | 954.56 | 37.17 | | | | | | | | | | | | | | | | | 88.15 | 3.42 |
| | E-7 | 48,188.66 | 1,876.29 | | | | | | | | | | | | | | | | | | |
| | E-8 | 88.15 | 3.43 | | | | | | | | | | | | | | | | | 70,312.85 | 2,727.43 |
| | Const. | | | | | | | | | | | | | | | | | | | 67.665 | |
| | Total | 70,312.85 | 2,737.72 | | | | | | | | | | | .437 | | 1.146 | | .133 | | 17,468.79 | 258.17 |
| 35 | Miles | 80.685 | | 2.210 | | 13.056 | | | | | | | | 3,229.44 | 7,390.02 | 3,455.85 | 3,015.58 | | | 46,872.47 | 692.71 |
| | M-1 | 4,563.53 | 90.04 | 566.61 | 256.38 | 5,853.56 | 433.02 | | | | | | | 473.51 | 1,083.55 | 13.50 | 11.78 | 119.44 | 898.05 | 1,779.89 | 26.30 |
| | M-3 | 36,659.40 | 725.31 | 263.14 | 119.07 | 9,343.48 | 715.65 | | | | | | | 52.94 | 121.14 | | | | | 489.02 | 7.23 |
| | M-4 | 1,685.71 | 33.26 | | | 41.04 | 3.14 | | | | | | | | | | | | | 10,831.22 | 157.12 |
| | E-5 | 489.02 | 9.65 | | | | | | | | | | | 49.34 | 112.91 | 153.85 | 134.25 | 30.34 | 228.12 | 967.97 | 14.32 |
| | E-7 | 9,964.89 | 196.61 | | | 432.80 | 33.15 | | | | | | | | | | | | | 674.94 | |
| | E-8 | 967.97 | 19.10 | | | | | | | | | | | | | | | | | 78,384.10 | 1,155.94 |
| | Const. | 674.94 | | | | | | | | | | | | 3,805.25 | 8,707.82 | 3,623.20 | 3,161.61 | 149.78 | 1,126.17 | 14.340 | |
| | Total | 55,005.26 | 1,071.97 | 829.75 | 375.45 | 15,470.88 | 1,184.96 | | | | | | | | | | | .240 | | 1,453.47 | 116.30 |
| 36 | Miles | 14.100 | | | | | | | | | | | | | | | | 74.09 | 308.71 | 8,402.39 | 585.94 |
| | M-1 | 1,653.47 | 117.27 | | | | | | | | | | | | | | | | | 553.85 | 38.62 |
| | M-3 | 8,328.30 | 590.66 | | | | | | | | | | | | | | | 4.57 | 19.04 | 4.57 | .32 |
| | M-4 | 553.85 | 39.28 | | | | | | | | | | | | | | | | | 2,018.62 | 140.77 |
| | E-5 | | | | | | | | | | | | | | | | | | | | |
| | E-7 | 2,018.62 | 143.16 | | | | | | | | | | | | | | | | | | |
| | Const. | | | | | | | | | | | | | | | | | 78.66 | 327.75 | 12,632.90 | 880.95 |
| | Total | 12,554.24 | 890.37 | | | | | | | | | | | | | | | | | | |

Schedule #14 -D

Auditing & Accounting Bureau

## ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF PAVEMENT

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on Paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| Rt. | Class of Work | CONCRETE TOTAL COST | CONCRETE COST PER MILE | BITUMINOUS CONCRETE STONE BASE TOTAL COST | BITUMINOUS CONCRETE STONE BASE COST PER MILE | BITUMINOUS CONCRETE CONCRETE BASE TOTAL COST | BITUMINOUS CONCRETE CONCRETE BASE COST PER MILE | STONE BLOCK TOTAL COST | STONE BLOCK COST PER MILE | MACADAM TOTAL COST | MACADAM COST PER MILE | GRAVEL TOTAL COST | GRAVEL COST PER MILE | BITUMINOUS MACADAM TOTAL COST | BITUMINOUS MACADAM COST PER MILE | BRICK TOTAL COST | BRICK COST PER MILE | DIRT, CINDERS, ETC. TOTAL COST | DIRT, CINDERS, ETC. COST PER MILE | TOTAL TOTAL COST | TOTAL COST PER MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Miles | 22.489 | | 1.093 | | .719 | | | | | | | | 1.038 | | | | | | 25.339 | |
| | M-1 | $ 726.88 | $ 32.32 | $ 127.81 | $ 116.94 | $ 216.99 | $ 301.79 | $ | $ | $ | $ | $ | $ | $ 4,238.66 | $ 4,083.49 | $ | $ | $ | $ | $ 5,310.34 | $ 209.57 |
| | M-2 | 19.21 | .85 | | | | | | | | | | | | | | | | | 19.21 | .76 |
| | M-3 | 10,174.71 | 452.43 | 1,279.90 | 1,171.00 | 1,140.82 | 1,586.68 | | | | | | | 428.43 | 412.75 | | | | | 13,023.86 | 513.98 |
| 37 | M-4 | 438.35 | 19.49 | | | | | | | | | | | 41.55 | 40.03 | | | | | 479.90 | 18.94 |
| | E-5 | 4,163.48 | 185.13 | | | | | | | | | | | | | | | | | 4,163.48 | 164.31 |
| | E-7 | 6,087.56 | 270.69 | 14.62 | 13.38 | 1,176.65 | 1,636.51 | | | | | | | 47.10 | 45.38 | | | | | 7,326.93 | 289.12 |
| | Const. | | | | | | | | | | | 3,179.25 | | | | | | | | 3,179.25 | |
| | Total | 21,610.19 | 960.91 | 1,422.33 | 1,301.32 | 2,534.46 | 3,524.98 | | | | | 3,179.25 | | 4,755.74 | 4,581.65 | | | | | 33,501.97 | 1,196.68 |
| | Miles | 16.687 | | | | | | | | | | | | | | | | | | 16.687 | |
| | M-1 | 583.11 | 34.94 | | | | | | | | | | | | | | | | | 583.11 | 34.94 |
| | M-3 | 17,743.29 | 1,063.30 | | | | | | | | | | | | | | | | | 17,743.29 | 1,063.30 |
| | M-4 | 287.15 | 17.21 | | | | | | | | | | | | | | | | | 287.15 | 17.21 |
| 38 | E-5 | 266.51 | 15.97 | | | | | | | | | | | | | | | | | 266.51 | 15.97 |
| | E-7 | 7,740.06 | 463.84 | | | | | | | | | | | | | | | | | 7,740.06 | 463.84 |
| | E-8 | 118.77 | 7.12 | | | | | | | | | | | | | | | | | 118.77 | 7.12 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 26,738.89 | 1,602.38 | | | | | | | | | | | | | | | | | 26,738.89 | 1,602.38 |
| | Miles | 29.944 | | 7.735 | | .249 | | | | | | | | .521 | | | | | | 58.449 | |
| | M-1 | 1,222.59 | 40.83 | 4,997.18 | 646.05 | 11.13 | 44.70 | | | | | | | 67.52 | 129.60 | | | | | 6,298.42 | 163.81 |
| | M-3 | 16,089.86 | 537.33 | 8,458.05 | 1,093.48 | 34.97 | 140.44 | | | | | | | 6.20 | 11.90 | | | | | 24,589.06 | 639.52 |
| | M-4 | 129.97 | 4.34 | 38.25 | 4.95 | | | | | | | | | | | | | | | 168.22 | 4.38 |
| 39 | E-5 | 682.24 | 22.78 | | | | | | | | | | | | | | | | | 682.24 | 17.74 |
| | E-7 | 2,296.17 | 76.68 | 2,160.77 | 279.35 | | | | | | | | | | | | | | | 4,456.94 | 115.92 |
| | E-8 | 3,080.92 | 102.89 | | | | | | | | | | | | | | | | | 3,080.92 | 80.13 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 23,501.75 | 784.86 | 15,654.25 | 2,023.83 | 46.10 | 185.14 | | | | | | | 73.72 | 141.50 | | | | | 39,275.80 | 1,021.50 |
| | Miles | 55.041 | | 3.052 | | | | | | | | | | | | | | | | 58.093 | |
| | M-1 | 1,731.43 | 31.46 | 4,312.03 | 1,412.85 | | | | | | | | | | | | | | | 6,043.46 | 104.03 |
| | M-3 | 54,723.09 | 994.22 | 169.91 | 55.67 | | | | | | | | | | | | | | | 54,893.00 | 944.92 |
| | M-4 | 557.71 | 10.13 | | | | | | | | | | | | | | | | | 557.71 | 9.60 |
| 40 | E-5 | 1,544.29 | 28.06 | | | | | | | | | | | | | | | | | 1,544.29 | 26.58 |
| | E-7 | 80,280.38 | 1,458.56 | | | | | | | | | | | | | | | | | 80,280.38 | 1,381.93 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 138,836.90 | 2,522.43 | 4,481.94 | 1,468.52 | | | | | | | | | | | | | | | 143,818.84 | 2,467.06 |
| | Miles | 23.190 | | | | | | | | | | | | | | | | | | 23.190 | |
| | M-1 | 943.19 | 40.67 | | | | | | | | | | | | | | | | | 943.19 | 40.67 |
| | M-3 | 17,339.86 | 747.73 | | | | | | | | | | | | | | | | | 17,339.86 | 747.73 |
| | M-4 | 312.84 | 13.49 | | | | | | | | | | | | | | | | | 312.84 | 13.49 |
| S-40 | E-7 | 4,572.07 | 197.16 | | | | | | | | | | | | | | | | | 4,572.07 | 197.16 |
| | E-8 | 903 .87 | 38.98 | | | | | | | | | | | | | | | | | 903.87 | 38.98 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 24,071.83 | 1,038.03 | | | | | | | | | | | | | | | | | 24,071.83 | 1,038.03 |
| | Miles | 9.001 | | | | | | | | | | | | .389 | | | | | | 9.390 | |
| | M-1 | 281.87 | 31.32 | | | | | | | | | | | 267.26 | 687.04 | | | | | 549.13 | 58.48 |
| | M-3 | 7,662.46 | 851.29 | | | | | | | | | | | 551.00 | 1,416.45 | | | | | 8,213.46 | 874.70 |
| | M-4 | 211.88 | 23.54 | | | | | | | | | | | 5.57 | 14.32 | | | | | 217.45 | 23.16 |
| 41 | E-7 | 2,020.65 | 224.49 | | | | | | | | | | | | | | | | | 2,020.65 | 215.19 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 10,176.86 | 1,130.64 | | | | | | | | | | | 823.83 | 2,117.81 | | | | | 11,000.69 | 1,171.53 |
| | Miles | 18.768 | | .520 | | | | | | 1.340 | | | | | | | | | | 20.628 | |
| | M-1 | 862.10 | 45.94 | 52.56 | 101.08 | | | | | 135.15 | 100.86 | | | | | | | | | 1,049.90 | 50.90 |
| | M-3 | 9,875.87 | 526.21 | 251.40 | 483.46 | | | | | 646.44 | 482.42 | | | | | | | | | 10,773.71 | 522.29 |
| | M-4 | 234.30 | 12.48 | | | | | | | | | | | | | | | | | 234.30 | 11.36 |
| S-41 | E-5 | 828.07 | 44.12 | | | | | | | | | | | | | | | | | 828.07 | 40.14 |
| | E-7 | 5,590.34 | 297.87 | | | | | | | | | | | | | | | | | 5,590.34 | 271.01 |
| | E-8 | 4,083.07 | 217.55 | | | | | | | | | | | | | | | | | 4,083.07 | 197.94 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 21,473.84 | 1,144.17 | 303.96 | 584.54 | | | | | 781.59 | 583.28 | | | | | | | | | 22,559.39 | 1,093.64 |
| | Miles | 42.921 | | | | 3.435 | | | | | | | | | | | | | | 46.356 | |
| | M-1 | 924.95 | 21.55 | | | 277.35 | 80.74 | | | | | | | | | | | | | 1,202.30 | 25.94 |
| | M-2 | 1,225.52 | 28.55 | | | | | | | | | | | | | | | | | 1,225.52 | 26.44 |
| | M-3 | 18,574.81 | 432.76 | | | 767.43 | 223.41 | | | | | | | | | | | | | 19,342.24 | 417.25 |
| | M-4 | 584.84 | 13.63 | | | 29.21 | 8.50 | | | | | | | | | | | | | 614.05 | 13.25 |
| 42 | E-5 | 667.76 | 15.56 | | | | | | | | | | | | | | | | | 667.76 | 14.41 |
| | E-7 | 15,173.97 | 353.63 | | | 150.73 | 43.88 | | | | | | | | | | | | | 15,324.70 | 330.59 |
| | E-8 | 384.36 | 8.96 | | | | | | | | | | | | | | | | | 384.36 | 8.29 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 37,536.21 | 874.54 | | | 1,224.72 | 356.53 | | | | | | | | | | | | | 38,760.93 | 836.17 |

Schedule #14 -X

Auditing & Accounting Bureau

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF PAVEMENT

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const. Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching-main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

| | Class of Work | CONCRETE TOTAL COST | CONCRETE COST PER MILE | BITUMINOUS CONCRETE STONE BASE TOTAL COST | BITUMINOUS CONCRETE STONE BASE COST PER MILE | BITUMINOUS CONCRETE CONCRETE BASE TOTAL COST | BITUMINOUS CONCRETE CONCRETE BASE COST PER MILE | STONE BLOCK TOTAL COST | STONE BLOCK COST PER MILE | MACADAM TOTAL COST | MACADAM COST PER MILE | GRAVEL TOTAL COST | GRAVEL COST PER MILE | BITUMINOUS MACADAM TOTAL COST | BITUMINOUS MACADAM COST PER MILE | BRICK TOTAL COST | BRICK COST PER MILE | DIRT, CINDERS, ETC. TOTAL COST | DIRT, CINDERS, ETC. COST PER MILE | TOTAL TOTAL COST | TOTAL COST PER MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Miles | 47.369 | | | | | | | | | | | | | | | | | | 47.869 | |
| | M-1 | $ 6,706.89 | $ 140.11 | $ | $ | $ | $ | $ | $ | $ | $ | $ 3,086.61 | $ 195.36 | $ | $ | $ | $ | $ | $ | $ 9,793.50 | $ 204.59 |
| | M-3 | 20,386.81 | 425.89 | | | | | | | | | | | | | | | | | 20,386.81 | 425.89 |
| | M-4 | 327.28 | 6.84 | | | | | | | | | | | | | | | | | 327.28 | 6.84 |
| 43 | E-5 | 2,295.78 | 47.96 | | | | | | | | | | | | | | | | | 2,295.78 | 47.96 |
| | E-7 | 13,846.82 | 289.26 | | | | | | | | | | | | | | | | | 13,846.82 | 289.26 |
| | E-8 | 400.63 | 8.37 | | | | | | | | | | | | | | | | | 400.63 | 8.37 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 43,964.21 | 918.45 | | | | | | | | | 3,086.61 | 195.36 | | | | | | | 47,050.82 | 982.91 |
| | Miles | 16.908 | | 9.100 | | | | | | 3.644 | | | | 2.718 | | | | .097 | | 31.467 | |
| | M-1 | 1,632.18 | 102.60 | 11,159.17 | 1,226.28 | | | | | 526.89 | 144.59 | | | 256.15 | 94.24 | | | 61.21 | 631.03 | 13,635.60 | 433.33 |
| | M-3 | 7,250.77 | 455.79 | 6,028.32 | 662.45 | | | | | 1,350.00 | 370.47 | | | 1,492.75 | 549.21 | | | | | 16,121.84 | 512.34 |
| | M-4 | 232.75 | 14.63 | 205.16 | 22.55 | | | | | 32.46 | 8.91 | | | 118.97 | 43.77 | | | | | 589.34 | 18.73 |
| 44 | E-5 | 1,189.72 | 74.79 | | | | | | | | | | | | | | | | | 1,189.72 | 37.81 |
| | E-7 | 2,390.93 | 150.30 | 17,428.98 | 1,915.27 | | | | | | | | | | | | | | | 19,819.91 | 629.86 |
| | E-8 | 396.99 | 24.96 | | | | | | | | | | | | | | | | | 396.99 | 12.62 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 13,093.34 | 823.07 | 34,821.63 | 3,826.55 | | | | | 1,909.35 | 523.97 | | | 1,867.37 | 687.22 | | | 61.21 | 631.03 | 51,753.40 | 1,644.69 |
| | Miles | 29.903 | | 6.742 | | .860 | | | | | | | | | | | | .930 | | 38.235 | |
| | M-1 | 2,648.20 | 88.56 | 4,445.18 | 659.33 | 77.69 | 117.71 | | | | | | | 146.96 | 158.02 | | | | | 7,318.03 | 191.40 |
| | M-2 | 50.81 | 1.70 | | | | | | | | | | | | | | | | | 50.81 | 1.33 |
| | M-3 | 14,054.96 | 470.02 | 2,792.24 | 414.16 | 172.28 | 261.03 | | | | | | | 22.31 | 24.53 | | | | | 17,042.28 | 445.72 |
| | M-4 | 126.24 | 4.22 | 1.61 | .24 | | | | | | | | | | | | | | | 127.85 | 3.34 |
| 45 | E-5 | 1,374.80 | 45.98 | | | | | | | | | | | | | | | | | 1,374.80 | 35.96 |
| | E-7 | 21,190.98 | 708.66 | 477.75 | 70.86 | | | | | | | | | | | | | | | 21,668.73 | 566.72 |
| | E-8 | 2,959.11 | 98.96 | | | | | | | | | | | | | | | | | 2,959.11 | 77.39 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 42,405.09 | 1,418.10 | 7,716.78 | 1,144.59 | 249.97 | 378.74 | | | | | | | 169.77 | 182.55 | | | | | 50,541.61 | 1,321.86 |
| | Miles | 20.667 | | | | | | | | | | | | | | | | | | 20.667 | |
| | M-1 | 849.34 | 41.10 | | | | | | | | | | | | | | | | | 849.34 | 41.10 |
| | M-3 | 9,076.39 | 439.17 | | | | | | | | | | | | | | | | | 9,076.39 | 439.17 |
| | M-4 | 41.56 | 2.01 | | | | | | | | | | | | | | | | | 41.56 | 2.01 |
| 46 | E-5 | 192.63 | 9.32 | | | | | | | | | | | | | | | | | 192.63 | 9.32 |
| | E-7 | 9,439.79 | 456.76 | | | | | | | | | | | | | | | | | 9,439.79 | 456.76 |
| | E-8 | 63.76 | 3.09 | | | | | | | | | | | | | | | | | 63.76 | 3.09 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 19,663.47 | 951.45 | | | | | | | | | | | | | | | | | 19,663.47 | 951.45 |
| | Miles | 42.784 | | 11.058 | | | | | | | | | | | | | | .500 | | 54.342 | |
| | M-1 | 1,024.75 | 23.95 | 4,291.79 | 388.12 | | | | | | | | | | | | | | | 5,316.54 | 97.83 |
| | M-3 | 18,443.85 | 431.09 | 6,614.04 | 598.12 | | | | | | | | | | | 37.88 | 75.76 | | | 25,095.77 | 461.81 |
| 47 | M-4 | 406.42 | 9.50 | 100.01 | 9.04 | | | | | | | | | | | | | | | 506.43 | 9.32 |
| | E-7 | 5,868.15 | 137.16 | 5,815.67 | 525.92 | | | | | | | | | | | | | | | 11,683.82 | 215.01 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 25,743.17 | 601.70 | 16,821.51 | 1,521.20 | | | | | | | | | | | 37.88 | 75.76 | | | 42,602.56 | 783.97 |
| | Miles | 34.315 | | 8.026 | | 22.596 | | | | | | | | | | | | | | 64.937 | |
| | M-1 | 871.01 | 25.38 | 11,016.95 | 1,372.66 | 721.98 | 31.95 | | | | | | | | | | | | | 12,609.94 | 194.19 |
| | M-3 | 13,813.80 | 402.56 | 3,326.23 | 414.43 | 6,786.73 | 300.35 | | | | | | | | | | | | | 23,926.76 | 368.46 |
| | M-4 | 246.25 | 7.18 | 29.64 | 3.69 | 176.26 | 7.80 | | | | | | | | | | | | | 452.15 | 6.96 |
| 48 | E-5 | 156.31 | 3.97 | 53,878.52 | 6,713.00 | | | | | | | | | | | | | | | 54,014.83 | 831.80 |
| | E-7 | 12,479.83 | 363.68 | 78.34 | 9.76 | 239.71 | 10.61 | | | | | | | | | | | | | 12,797.88 | 197.08 |
| | E-8 | 6,583.21 | 191.85 | 908.76 | 113.23 | | | | | | | | | | | | | | | 7,491.97 | 115.37 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 34,130.41 | 994.62 | 69,238.44 | 8,626.77 | 7,924.68 | 350.71 | | | | | | | | | | | | | 111,293.53 | 1,713.86 |
| | Miles | 42.094 | | .313 | | 9.880 | | | | | | .996 | | | | | | .250 | | 53.433 | |
| | M-1 | 1,573.81 | 37.39 | 890.86 | 2,846.20 | 4,403.32 | 445.68 | | | | | 135.03 | 150.70 | | | 182.99 | 731.96 | | | 7,186.01 | 134.49 |
| | M-3 | 18,422.96 | 437.66 | | | 3,844.52 | 389.12 | | | | | 205.68 | 229.55 | | | 35.57 | 142.28 | | | 22,508.72 | 421.25 |
| | M-4 | 675.82 | 16.06 | | | | | | | | | 12.16 | 13.57 | | | | | | | 687.98 | 12.88 |
| 49 | E-5 | 2,136.50 | 50.76 | | | | | | | | | | | | | | | | | 2,136.50 | 39.98 |
| | E-7 | 9,887.50 | 234.89 | | | | | | | | | | | | | 1,031.94 | 4,127.76 | | | 10,919.44 | 204.36 |
| | E-8 | 561.15 | 13.33 | | | | | | | | | | | | | | | | | 561.15 | 10.50 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 33,257.73 | 790.09 | 890.86 | 2,846.20 | 8,247.84 | 834.80 | | | | | 352.87 | 393.82 | | | 1,250.50 | 5,002.00 | | | 43,999.80 | 823.46 |
| | Miles | 13.460 | | | | | | | | | | | | | | | | | | 13.460 | |
| | M-1 | 151.65 | 11.27 | | | | | | | | | | | | | | | | | 151.65 | 11.27 |
| | M-3 | 5,688.54 | 422.63 | | | | | | | | | | | | | | | | | 5,688.54 | 422.63 |
| | M-4 | 236.51 | 17.57 | | | | | | | | | | | | | | | | | 236.51 | 17.57 |
| 8-49 | E-5 | 526.95 | 39.15 | | | | | | | | | | | | | | | | | 526.95 | 39.15 |
| | E-7 | 136.76 | 10.16 | | | | | | | | | | | | | | | | | 136.76 | 10.16 |
| | E-8 | 77.42 | 5.75 | | | | | | | | | | | | | | | | | 77.42 | 5.75 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 6,817.83 | 506.53 | | | | | | | | | | | | | | | | | 6,817.83 | 506.53 |
| | Miles | 25.156 | | | | .200 | | | | | | | | | | | | | | 25.356 | |
| | M-1 | 518.59 | 20.61 | | | 50.30 | 251.50 | | | | | | | | | | | | | 568.89 | 22.44 |
| | M-3 | 9,144.13 | 363.50 | | | 165.39 | 826.95 | | | | | | | | | | | | | 9,309.52 | 367.15 |
| | M-4 | 671.03 | 26.67 | | | | | | | | | | | | | | | | | 671.03 | 26.46 |
| 50 | E-5 | 12.59 | .50 | | | | | | | | | | | | | | | | | 12.59 | .50 |
| | E-7 | 509.55 | 20.26 | | | | | | | | | | | | | | | | | 509.55 | 20.10 |
| | Const. | | | | | | | | | | | | | | | | | | | 11,071.58 | 436.65 |
| | Total | 10,855.89 | 431.54 | | | 215.69 | 1,078.45 | | | | | | | | | | | | | | |
| | Miles | .342 | | | | | | | | | | | | | | | | | | .342 | |
| 51 | M-3 | 69.80 | 204.09 | | | | | | | | | | | | | | | | | 69.80 | 204.09 |
| | Const. | | | | | | | | | | | | | | | | | | | | |
| | Total | 69.80 | 204.09 | | | | | | | | | | | | | | | | | 69.80 | 204.09 |

Route 43e - Narrow Gravel Pavements 10' to 11' wide - Parallel to concrete, not included in the total of mileage

ORDINARY MAINTENANCE:
M-1 - Work on surface - travelled width.
M-2 - Work on paved shoulders.
M-3 - Work on drains, ditches, unpaved shoulders.
M-4 - Work on guard rails and fences.
Const. - Cost incurred on jobs not maintained for FULL year.

# ANALYSIS OF 1940 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

EXTRAORDINARY REPAIRS:
E-5 - Resurfacing, rebuilding, heavy patching - main pavement.
E-6 - Rebuilding paved shoulders.
E-7 - Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 - Replacing guard rails and fences.

| | Class of Work | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC | | T O T A L | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| | Miles | 1338.032 | | 94.441 | | 132.817 | | 8.664 | | 21.032 | | 24.468 | | 15.235 | | 2.410 | | 22.917 | | 1660.016 | |
| | M-1 | $ 98,564.26 | $ 73.66 | $70,053.80 | $ 741.77 | $35,571.24 | $ 267.83 | $ 3,892.52 | $ 449.28 | $ 8,185.84 | $ 389.21 | $12,487.55 | $ 510.36 | $14,581.90 | $ 957.13 | $ 3,705.95 | $ 1,537.74 | $ 2,601.90 | $ 113.53 | $249,644.96 | $ 150.39 |
| | M-2 | 29,425.95 | 21.99 | 515.06 | 5.45 | 1,730.98 | 13.03 | | | | | | | | | | | | | 31,671.99 | 19.08 |
| | M-3 | 785,223.88 | 585.36 | 57,730.51 | 611.29 | 56,580.51 | 426.01 | 16,567.36 | 1,912.21 | 4,556.90 | 216.66 | 6,301.85 | 257.80 | 5,622.29 | 369.04 | 170.24 | 70.64 | 2,781.20 | 121.36 | 933,540.74 | 562.37 |
| | M-4 | 29,858.48 | 22.32 | 1,490.61 | 15.78 | 1,377.40 | 10.37 | 643.58 | 74.28 | 144.50 | 6.87 | 721.42 | 29.48 | 684.43 | 44.92 | | | 542.62 | 23.68 | 35,463.04 | 21.36 |
| | M-5 | 77,557.31 | 57.96 | 53,878.52 | 570.50 | 8,265.59 | 62.23 | | | 272.69 | 12.96 | 5,301.33 | 216.66 | 1,882.95 | 123.59 | | | 29.75 | 1.30 | 147,188.14 | 88.67 |
| | M-7 | 388,755.83 | 290.54 | 36,649.06 | 388.06 | 11,370.57 | 85.61 | 107.56 | 12.41 | 447.89 | 21.30 | 2,283.75 | 93.34 | 3,391.01 | 222.58 | 1,185.79 | 492.03 | 3,975.52 | 173.47 | 448,166.98 | 269.98 |
| | M-8 | 128,074.90 | 95.72 | 1,223.84 | 12.97 | 1,939.78 | 14.60 | 4,814.00 | 555.63 | 187.56 | 8.92 | 349.06 | 14.27 | 2,369.73 | 155.55 | | | 191.33 | 8.35 | 139,150.20 | 83.82 |
| | Total | 1,535,460.61 | | 221,541.40 | | 116,836.07 | | 26,025.02 | | 13,795.38 | | 27,450.96 | | 28,532.31 | | 5,061.98 | | 10,122.32 | | 1,984,826.05 | |
| | Const. | 16,760.31 | | | | | | | | | | 3,179.25 | | | | | | 2,938.63 | | 22,878.19 | |
| Grand | Total | 1,552,220.92 | 1,147.55 | 221,541.40 | 2,345.82 | 116,836.07 | 879.68 | 26,025.02 | 3,003.81 | 13,795.38 | 655.92 | 30,630.21 | 1,121.91 | 28,532.31 | 1,872.81 | 5,061.98 | 2,100.41 | 13,060.95 | 441.69 | 2,007,704.24 | 1,195.67 |

ANALYSIS OF 1940 ROAD MAINTENANCE COST BY ROUTE AND TYPE OF PAVEMENT

| ROUTE | TOTAL | | CONCRETE | | BITUMINOUS CONCRETE STONE BASE | | BITUMINOUS CONCRETE CONCRETE BASE | | STONE BLOCK | | MACADAM | | GRAVEL | | BITUMINOUS MACADAM | | BRICK | | DIRT, CINDERS, ETC. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE | TOTAL COST | COST PER MILE |
| 1 | $ 54,313.51 | $2,292.38 | $ 33,666.30 | $1,882.48 | $ 10,394.38 | $ 3,477.54 | $ 4,628.26 | $ 3,854.51 | $ 3,060.97 | $7,253.48 | $ | $ | $ | $ | $ 39.54 | $ 439.33 | $ | $ | $ 2,524.06 | $ |
| S-1 | 1,124.75 | 357.64 | 1,098.85 | 359.34 | | | 25.90 | 29.77 | | | | | | | | | | | | |
| S-1A | 1,067.03 | 510.30 | 1,067.03 | 510.30 | | | | | | | | | | | | | | | | |
| 2 | 25,088.56 | 957.54 | 24,830.77 | 957.79 | | | | | | | | | | | | | | | | |
| 3 | 24,818.48 | 2,904.44 | 24,753.92 | 2,924.26 | | | | | | | | | | | 257.79 | 934.02 | | | | |
| S-3 | 403.67 | 135.69 | 209.32 | 274.33 | | | 19.80 | 304.62 | | | | | | | 44.76 | 2,984.00 | | | | |
| 4 | 188,408.96 | 1,189.14 | 150,487.35 | 1,241.14 | 982.66 | 1,112.87 | 11,707.76 | | | | | | | | 194.35 | 3,966.32 | | | | |
| S-4A | 4,623.96 | 668.20 | | | | | | | | | | | 18,319.38 | 1,303.68 | 4,929.16 | 2,885.92 | 131.70 | 329.25 | 1,850.95 | 1,456.53 |
| S-4B | 1,618.16 | 152.53 | | | | | | | | | | | 4,623.96 | 668.20 | | | | | | |
| 5 | 8,774.74 | 1,880.57 | 7,747.64 | 2,099.06 | 1,016.99 | 3,580.95 | 10.11 | 14.63 | | | | | | | | | | | 1,618.16 | 162.53 |
| 6 | 67,255.88 | 950.96 | 55,585.75 | 992.86 | 3,518.67 | 1,222.18 | 4,004.89 | 543.62 | 270.93 | 534.38 | | | | | | | | | | |
| S-6 | 721.05 | 400.80 | 328.75 | 352.74 | 392.30 | 462.48 | | | | | | | | | | | 18.70 | 164.04 | 3,876.94 | 1,008.92 |
| 7 | 665.55 | 125.34 | 150.79 | 123.30 | | | 507.79 | 130.30 | 6.97 | 36.68 | | | | | | | | | | |
| 8 | 32,138.81 | 1,341.68 | 29,696.55 | 1,246.19 | | | | | | | | | | | 2,442.26 | 19,695.64 | | | | |
| 10 | 24,687.37 | 1,018.88 | 17,674.09 | 921.04 | 5,013.02 | 1,320.26 | | | 1,977.78 | 1,646.78 | | | | | 22.48 | 522.79 | | | | |
| 12 | 15,511.64 | 917.84 | 9,278.37 | 939.11 | | | | | | | 942.91 | 285.73 | | | 5,290.36 | 1,422.14 | | | | |
| 21 | 7,262.39 | 1,406.34 | 5,241.93 | 2,647.44 | | | 2,017.60 | 651.47 | | | | | | | 2.86 | 32.87 | | | | |
| 22 | 55.85 | 379.93 | 55.85 | 379.93 | | | | | | | | | | | | | | | | |
| 23 | 32,552.52 | 584.06 | 27,724.01 | 602.75 | | | 17.30 | 432.50 | | | 2,443.25 | 356.21 | | | 242.88 | 1,278.32 | | | 2,125.08 | 801.92 |
| 24 | 24,355.42 | 758.14 | 22,114.26 | 894.23 | 1,262.05 | 548.96 | 935.93 | 192.38 | 43.18 | 186.93 | | | | | | | | | | |
| S-24 | 7,932.25 | 744.26 | 7,932.25 | 757.98 | | | | | | | | | | | | | | | | |
| 25 | 198,938.09 | 1,764.21 | 127,163.86 | 1,564.14 | 35,846.05 | 1,789.27 | 13,968.72 | 1,932.06 | 20,417.05 | 4,105.58 | | | | | 1,542.41 | 474.59 | | | | |
| 26 | 29,696.03 | 1,148.91 | 29,497.65 | 1,172.34 | | | 198.38 | 288.76 | | | | | | | | | | | | |
| 27 | 48,978.71 | 1,103.08 | 16,758.79 | 920.56 | 2,674.31 | 3,257.38 | 28,521.36 | 1,248.96 | 248.14 | 217.66 | | | | | | | | | 776.11 | 554.37 |
| 28 | 58,746.23 | 1,048.57 | 55,269.81 | 1,091.92 | 30.00 | 833.33 | 3,446.42 | 641.55 | | | | | | | | | | | | |
| S-28 | 12,041.41 | 1,425.19 | 11,841.34 | 1,448.65 | | | | | | | | | | | 200.07 | 727.53 | | | | |
| 29 | 52,999.95 | 1,128.74 | 51,785.77 | 1,128.69 | 228.83 | 563.62 | 985.35 | 1,475.08 | | | | | | | | | | | | |
| 29A | 3,690.42 | 958.79 | 3,690.42 | 1,231.37 | | | | | | | | | | | | | | | | |
| 30 | 61,381.79 | 1,271.63 | 59,813.22 | 1,260.11 | 259.07 | 1,704.41 | | | | | 151.82 | 1,158.93 | | | 1,157.68 | 2,315.36 | | | | |
| 31 | 76,768.69 | 1,567.23 | 60,906.80 | 1,263.51 | 415.98 | 528.57 | 9,169.65 | 3,667.85 | | | 5,870.57 | 1,697.68 | | | 405.69 | 338.08 | | | | |
| S-31 | 11,893.41 | 595.59 | 8,861.92 | 608.23 | | | 3.60 | 75.00 | | | 1,695.89 | 737.34 | 1,068.14 | 410.82 | 263.86 | 585.06 | | | | |
| 32 | 16,622.99 | 807.84 | 10,423.72 | 869.15 | 5,857.54 | 818.32 | 341.73 | 239.65 | | | | | | | | | | | | |
| 33 | 26,643.38 | 705.86 | 24,764.08 | 695.67 | 1,468.12 | 1,223.44 | 411.18 | 433.27 | | | | | | | | | | | | |
| 34 | 70,312.85 | 2,727.42 | 70,312.85 | 2,737.72 | | | | | | | | | | | | | | | | |
| 35 | 78,884.10 | 1,155.84 | 55,005.26 | 1,071.97 | 829.75 | 375.45 | 15,470.88 | 1,184.96 | | | | | | | 3,805.23 | 8,707.62 | 3,623.20 | 3,161.61 | 149.78 | 1,126.17 |
| 36 | 12,632.90 | 880.95 | 12,554.24 | 890.37 | | | | | | | | | | | | | | | 78.66 | 327.75 |
| 37 | 33,501.97 | 1,196.68 | 21,610.19 | 960.91 | 1,422.33 | 1,301.32 | 2,534.46 | 3,524.98 | | | | | 3,179.25 | | 4,755.74 | 4,581.65 | | | | |
| 38 | 26,738.89 | 1,602.38 | 26,738.89 | 1,602.38 | | | | | | | | | | | 73.72 | 141.50 | | | | |
| 39 | 59,275.80 | 1,021.50 | 25,501.75 | 784.86 | 15,654.23 | 2,023.83 | 46.10 | 185.14 | | | | | | | | | | | | |
| 40 | 143,318.84 | 2,467.06 | 138,836.90 | 2,522.43 | 4,481.94 | 1,468.52 | | | | | | | | | | | | | | |
| S-40 | 24,071.83 | 1,038.03 | 24,071.83 | 1,038.03 | | | | | | | | | | | | | | | | |
| 41 | 11,000.69 | 1,171.53 | 10,176.86 | 1,130.64 | | | | | | | | | | | 823.83 | 2,117.81 | | | | |
| S-41 | 22,559.39 | 1,093.64 | 21,473.84 | 1,144.17 | 303.96 | 584.54 | | | | | 781.59 | 583.28 | | | | | | | | |
| 42 | 38,760.93 | 836.17 | 37,536.21 | 874.54 | | | 1,224.72 | 356.53 | | | | | | | | | | | | |
| 43 | 47,050.82 | 982.91 | 43,964.21 | 918.43 | | | | | | | | | 3,086.61 | 195.36 | | | | | | |
| 44 | 51,753.40 | 1,644.69 | 13,093.34 | 823.07 | 34,821.63 | 5,826.55 | | | | | 1,909.35 | 523.97 | | | 1,867.87 | 687.22 | | | 61.21 | 631.03 |
| 45 | 50,541.61 | 1,321.86 | 42,405.09 | 1,418.10 | 7,716.78 | 1,144.59 | 249.97 | 578.74 | | | | | | | 169.77 | 182.56 | | | | |
| 46 | 19,663.47 | 951.45 | 19,663.47 | 951.45 | | | | | | | | | | | | | | | | |
| 47 | 42,602.56 | 783.97 | 25,743.17 | 601.70 | 16,821.51 | 1,521.20 | | | | | | | | | | | 37.88 | 75.76 | | |
| 48 | 111,293.55 | 1,713.86 | 34,130.41 | 994.62 | 69,238.44 | 8,626.77 | 7,924.68 | 350.71 | | | | | | | | | | | | |
| 49 | 43,999.80 | 823.46 | 33,257.73 | 790.09 | 890.86 | 2,846.20 | 8,247.84 | 834.80 | | | | | 352.87 | 393.82 | | | 1,250.50 | 5,002.00 | | |
| S-49 | 6,817.83 | 506.53 | 6,817.83 | 506.53 | | | | | | | | | | | | | | | | |
| 50 | 11,071.58 | 436.65 | 10,855.89 | 431.64 | | | 215.69 | 1,078.45 | | | | | | | | | | | | |
| 51 | 69.80 | 204.09 | 69.80 | 204.09 | | | | | | | | | | | | | | | | |
| Totals | 2,007,704.24 | 1,195.67 | 1,552,220.92 | 1,147.55 | 221,541.40 | 234.58 | 116,836.07 | 879.68 | 26,025.02 | 3,003.81 | 13,795.38 | 655.92 | 30,630.21 | 1,121.91 | 28,532.31 | 1,872.81 | 5,061.98 | 2,100.41 | 13,060.95 | 441.69 |

Total Mileage 1,660.016

## Expenditure & Commitments
## Electrical Division

### Jan. 1st to Dec. 31st, 1940

| | | | |
|---|---|---|---|
| **Expenditure:** | | | |
| **Direct** | | | |
| Salaries | $ 163,789.42 | | |
| Supervision | 3,000.00 | | |
| Labor | 406,745.65 | | |
| " Chauffeurs | 1,543.58 | | |
| Dept. Trucks | 8,461.60 | | |
| " Cars | 12,351.33 | | |
| " Equipment | 1,946.10 | | |
| Material | 81,852.98 | | |
| " Fernwood | 52,971.73 | | |
| Light & Power | 15,401.42 | | |
| Coal - Draws | 3,807.59 | | |
| Miscellaneous | 33,700.78 | | |
| Current | 472,726.46 | | |
| Miscellaneous - Draws | 3,370.06 | | |
| Compensation | 5,672.58 | | |
| Medical | 2,710.40 | | |
| Charges from Maintenance & Equipment Divisions | 13,185.32 | | |
| " from Engineering Division | 78.64 | | |
| " " Stores & Stock Acct. | 5,301.01 | $1,288,616.65 | |
| **General** | | | |
| Salaries | $ 14,973.31 | | |
| Expenses | 1,409.86 | | |
| Postage | 864.16 | | |
| Supplies & Equipment | 2,680.07 | | |
| Rent | 1,540.00 | | |
| Miscellaneous | 1,323.92 | | |
| Telephone | 1,245.99 | 24,037.31 | |
| TOTAL EXPENDITURE | | | $1,312,653.96 |
| **Commitments:** | | | |
| Labor Unpaid | $ 183.22 | | |
| Material, Freight, etc. | 101,825.64 | | |
| Liability Compensation | 2,045.00 | | |
| Electrical Projects | 6,955.00 | | |
| Municipal Aid Agreement | 175,876.83 | | |
| TOTAL COMMITMENTS | | | 286,885.69 |
| TOTAL EXPENDITURE AND COMMITMENTS | | | $1,599,539.65 |

Schedule #16

## Distribution of Expenditure and Commitments Electrical Division January 1st, 1940 to Dec. 31st, 1940

| Expenditure: | Total | Maintenance | Operation | Installation | Credit Work Done for Other Divs. |
|---|---|---|---|---|---|
| Lighting, State | $ 219,526.33 | $ 11,857.02 | $ 195,553.92 | $ 12,115.39 | $ |
| Lighting, Municipal Aid | 266,453.01 | 0 | 266,453.01 | 0 | |
| Traffic Signals, State | 230,273.22 | 39,521.69 | 24,266.42 | 166,485.11 | |
| Traffic Count ) | | | | | |
| Accident Investigation ) | 276,072.65 | 276,072.65 | 0 | 0 | |
| Draw Bridge Operation | 287,722.00 | 32,115.68 | 252,779.50 | 2,826.82 | |
| Other Divisions | 7,523.04 | 0 | 0 | 0 | 7,523.04 |
| Accounts Receivable | 25,083.71 | 0 | 0 | 0 | 25,083.71 |
| TOTAL EXPENDITURE | $1,312,653.96 | $ 359,567.04 | $ 739,052.85 | $181,427.32 | $ 32,606.75 |
| Commitments | 286,885.69 | 1,362.53 | 178,920.74 | 106,602.42 | 0 |
| T O T A L | $1,599,539.65 | $ 360,929.57 | $ 917,973.59 | $288,029.74 | $ 32,606.75 |

## Status of Allotment - Electrical Division

| | Balance of 1939 Commitment | 1940 Funds | Total Funds | 1940 Expenditure | 1940 Commitments | Total Expenditure & Commitments | Balance |
|---|---|---|---|---|---|---|---|
| Installation and Maintenance | $263,520.51 | $1,013,000.00 | $1,276,520.51 | $ 992,325.21 | $ 283,841.78 | $1,276,166.99 | $ 353.52 |
| Opera. of Bridges | 5,247.00 | 287,000.00 | 292,247.00 | 287,722.00 | 3,043.91 | 290,765.91 | 1,481.09 |
| | $268,767.51 | $1,300,000.00 | $1,568,767.51 | $1,280,047.21 | $ 286,885.69 | $1,566,932.90 | 1,834.61 |

Schedule #17

## Distribution of Expenditures and Commitments on Institutional Roads and Approaches January 1st to December 31st, 1 9 4 0

| Project | Expenditures | Commitments |
|---|---|---|
| Annandale Boys Reformatory | $ 8,267.00 | $ 0 |
| Bordentown Prison Farm | 11,472.80 | 0 |
| Clinton Reformatory for Women | 8,179.02 | 0 |
| Glen Gardner Sanatorium | 25,685.36 | 2,500.00 |
| Greystone Park State Hospital | 69,010.55 | 0 |
| Jamesburg Boys Reformatory | 9,001.40 | 500.00 |
| Leesburg Prison Farm | 153.88 | 0 |
| Marlboro State Hospital | 58,558.23 | 1,000.00 |
| New Lisbon State Colony | 10,651.52 | 0 |
| Rahway Reformatory | 1,323.64 | 0 |
| Skillman Village for Epileptics | 17,194.19 | 3,702.68 |
| Totowa Training School | 4,788.41 | 0 |
| Trenton State Hospital | 16,563.78 | 3,011.00 |
| " " Home for Girls | 894.09 | 500.00 |
| Vineland Disabled Soldiers Home | 585.70 | 0 |
| " Home for Feeble Minded Females | 11,662.78 | 1,100.00 |
| " " " " " Colored | 99.57 | 0 |
| Woodbine " " " " Males | 823.99 | 0 |
| Menlo Park Soldiers Home | 680.57 | 3,300.00 |
| Bordentown Industrial School | 8,560.73 | 0 |
| Glassboro Normal School | 520.61 | 1,000.00 |
| Hillwood Lakes - State Teachers College | 23,102.21 | 0 |
| Montclair State Teachers College | 1,928.85 | 0 |
| Trenton School for Deaf | 18,521.92 | 4,521.15 |
| Cheesequake State Park | 514.42 | 7,000.00 |
| Hacklebarney State Park | 8,552.66 | 500.00 |
| Parvin State Park | 147.12 | 2,500.00 |
| Voorhees State Park | 1,208.34 | 2,500.00 |
| Washington Crossing State Park | 691.32 | 0 |
| Lebanon State Forest | 8,024.96 | 4,000.00 |
| Stokes " " | 7,804.44 | 9,000.00 |
| Ringwood Manor State Park | 0 | 3,100.00 |
| Stephens State Park | .58 | 2,100.00 |
| Swartzwood Manor State Park | 866.31 | 927.08 |
| Atlantic City Armory | 0 | 2,000.00 |
| Burlington " | 7.16 | 0 |
| Camden " - Naval Militia | 197.58 | 0 |
| Elizabeth " | 0 | 3,500.00 |
| Morristown " | 137.11 | 0 |
| Newark Airport (114th Observation Squadron) | 953.52 | 0 |
| Red Bank Armory | 1,933.76 | 0 |
| Teaneck " | 2,466.49 | 0 |
| Westfield " | 7.16 | 0 |
| West Orange " | 1,146.38 | 6,800.00 |
| Woodbury " | 856.91 | 0 |
| Sea Girt State Encampment | 3,020.22 | 3,000.00 |
| Morristown State Police | 275.04 | 300.00 |
| Wilburtha " " | 697.55 | 200.00 |
| Carranza Monument | 1,049.24 | 0 |
| Washington Rock Park | 148.82 | 0 |

1)

# Distribution of Expenditures and Commitments on Institutional Roads and Approaches January 1st to December 31st, 1 9 4 0

| Project | Expenditures | Commitments |
|---|---|---|
| Princeton Battle Monument Approach | $ 15.05 | $ 100.00 |
| High Pt. Park Commission | 13,901.55 | 0 |
| New Brunswick Experimental Station | 3,914.93 | 0 |
| Sussex County Branch Station | 1,224.11 | 0 |
| Edison Tower of Light | 49.45 | 0 |
| State House Parking Area | 17,692.79 | 0 |
| State Annex Ramp | 12,099.59 | 0 |
| State Highway Garage - Newark | 33,184.63 | 6,047.32 |
| Fernwood Warehouse | 2,229.97 | 0 |
| Hackettstown Game Farm | 274.52 | 0 |
| | $ 433,524.48 | $ 73,709.23 |

Schedule #18

## Motor Vehicle Fund - County Aid

### Jan. 1, 1940 to Dec. 31, 1940

### Recapitulation of Funds & Disbursements

| County | Balance on Allot. Dec.31,1939 | Allotted 1940 | Secondary & Feeder Rds. Federal Aid Transfers | Total | Paid to Counties Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|
| Atlantic | $ 76,596.66 | $ 353,180.00 | $ 2,956.65- | $ 426,820.01 | $ 278,350.80 | $ 148,469.21 |
| Bergen | 0 | 434,360.00 | 0 | 434,360.00 | 434,360.00 | 0 |
| Burlington | 82,929.25 | 439,040.00 | 0 | 521,969.25 | 462,523.83 | 59,445.42 |
| Camden | 111,523.93 | 300,380.00 | 16,194.00- | 395,709.93 | 309,327.63 | 86,382.30 |
| Cape May | 9,692.82 | 216,560.00 | 0 | 226,252.82 | 216,359.89 | 9,892.93 |
| Cumberland | 111,158.91 | 403,820.00 | 0 | 514,978.91 | 450,030.38 | 64,948.53 |
| Essex | 0 | 538,520.00 | 0 | 538,520.00 | 538,520.00 | 0 |
| Gloucester | 26,245.89 | 272,480.00 | 0 | 298,725.89 | 259,429.53 | 39,296.36 |
| Hudson | 163,078.00 | 411,440.00 | 0 | 574,518.00 | 372,812.68 | 201,705.32 |
| Hunterdon | 39,790.14 | 223,100.00 | 37,910.95- | 224,979.19 | 152,879.39 | 72,099.80 |
| Mercer | 36,742.01 | 239,300.00 | 0 | 276,042.01 | 269,409.04 | 6,632.97 |
| Middlesex | 15,489.35 | 315,920.00 | 0 | 331,409.35 | 318,635.35 | 12,774.00 |
| Monmouth | 151.29 | 349,760.00 | 0 | 349,911.29 | 346,409.99 | 3,501.30 |
| Morris | 41,229.05 | 294,860.00 | 0 | 336,089.05 | 309,698.44 | 26,390.61 |
| Ocean | 4,225.57 | 397,040.00 | 0 | 401,265.57 | 376,460.87 | 24,804.70 |
| Passaic | 81,528.39 | 310,880.00 | 0 | 392,408.39 | 340,699.91 | 51,708.48 |
| Salem | 83,071.22 | 262,340.00 | 57,789.92- | 287,621.30 | 200,535.47 | 87,085.83 |
| Somerset | 39,239.71 | 209,600.00 | 0 | 248,839.71 | 211,534.90 | 37,304.81 |
| Sussex | 40,044.44 | 276,860.00 | 0 | 316,904.44 | 267,127.43 | 49,777.01 |
| Union | 0 | 259,280.00 | 0 | 259,280.00 | 254,167.59 | 5,112.41 |
| Warren | 59,526.32 | 226,280.00 | 69,309.28- | 216,497.04 | 191,742.65 | 24,754.39 |
| Unallotted (M. V. R.) | 340.55 | 0 | 0 | 340.55 | 0 | 340.55 |
| | $1,022,603.50 | $6,735,000.00 | $ 184,160.80- | $7,573,442.70 | $6,561,015.77 | $1,012,426.93 |

Schedule 19

## Motor Vehicle Fund - County Aid

### Atlantic County

| Project | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | Total | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 55,660.42 | $ 0 | $ 5,546.99- | $ 0 | $ 50,113.43 | $ 50,113.43 | $ 0 |
| Lighting " | 1,795.78 | 0 | 0 | 0 | 1,795.78 | 1,795.78 | 0 |
| Opera. of Bridges " | 2,733.24 | 0 | 1,003.57- | 0 | 1,729.67 | 1,729.67 | 0 |
| Admin. & Engr. " | 6,137.22 | 0 | 0 | 0 | 6,137.22 | 6,137.22 | 0 |
| Maint. & Repairs 1940 | 0 | 289,614.00 | 13,863.91/ | 0 | 303,477.91 | 181,443.50 | 122,034.41 |
| Lighting " | 0 | 15,000.00 | 0 | 0 | 15,000.00 | 6,885.84 | 8,114.16 |
| Opera. of Bridges " | 0 | 13,248.00 | 0 | 0 | 13,248.00 | 8,282.68 | 4,965.32 |
| Admin. & Engr. " | 0 | 35,318.00 | 0 | 0 | 35,318.00 | 21,962.68 | 13,355.32 |
| Const. & Reconst. | | | | | | | |
| Egg Harbor River-Mays Landing Bridge | 6,300.00 | 0 | 6,300.00- | 0 | 0 | 0 | 0 |
| Delilah Rd. Ext. Bridge | 0 | 0 | 2,956.65/ | 2,956.65- | 0 | 0 | 0 |
| Delilah Rd. Bridge | 2,500.00 | 0 | 2,500.00- | 0 | 0 | 0 | 0 |
| So.River,River Ave.,Bridge | 1,470.00 | 0 | 1,470.00- | 0 | 0 | 0 | 0 |
| | $ 76,596.66 | $353,180.00 | $ 0 | $ 2,956.65- | $ 426,820.01 | $ 278,350.80 | $ 148,469.21 |

### Bergen County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1940 | $ 0 | $205,690.00 | $ 31,442.38/ | $ 0 | 237,132.38 | 237,132.38 | $ 0 |
| Bonds & Interest " | 0 | 130,000.00 | 0 | 0 | 130,000.00 | 130,000.00 | 0 |
| Lighting " | 0 | 8,270.00 | 5,617.08- | 0 | 2,652.92 | 2,652.92 | 0 |
| Opera. of Bridges " | 0 | 47,000.00 | 15,288.76- | 0 | 31,711.24 | 31,711.24 | 0 |
| Admin. & Engr. " | 0 | 43,400.00 | 10,536.54- | 0 | 32,863.46 | 32,863.46 | 0 |
| | $ 0 | $434,360.00 | $ 0 | $ 0 | $ 434,360.00 | $ 434,360.00 | $ 0 |

Schedule #19-A

## Motor Vehicle Fund - County Aid

### Burlington County

| Project | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | T o t a l | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 11,942.09 | $ 0 | $ 844.68/ | $ 0 | $ 12,786.77 | $ 12,786.77 | $ 0 |
| Opera. of Bridges " | 1,111.69 | 0 | 845.00- | 0 | 266.69 | 266.69 | 0 |
| Bonds & Interest 1940 | 0 | 34,231.65 | 0 | 0 | 34,231.65 | 34,231.65 | 0 |
| Maint. & Repairs " | 0 | 227,930.73 | 54,178.19/ | 0 | 282,108.92 | 278,881.69 | 3,227.23 |
| Lighting " | 0 | 2,782.62 | 0 | 0 | 2,782.62 | 927.95 | 1,854.67 |
| Opera. of Bridges " | 0 | 5,645.00 | 0 | 0 | 5,645.00 | 5,645.00 | 0 |
| Admin. & Engr. " | 0 | 43,550.00 | 0 | 0 | 43,550.00 | 43,550.00 | 0 |
| Const. & Reconst. | | | | | | | |
| County Wide-W.P.A.1939 | 50,000.40 | 0 | 15,208.21- | 0 | 34,792.19 | 34,792.19 | 0 |
| " " " " " 1940 | 0 | 50,000.00 | 15,208.21/ | 0 | 65,208.21 | 31,722.81 | 33,485.40 |
| Broad St., Palmyra | 12,850.87 | 0 | 109.76- | 0 | 12,741.11 | 12,741.11 | 0 |
| High St., Mt. Holly | 7,024.20 | 0 | 46.23- | 0 | 6,977.97 | 6,977.97 | 0 |
| Mount Holly-Pemberton, | 0 | 16,000.00 | 16,000.00- | 0 | 0 | 0 | 0 |
| Pine St., Mt.Holly | 0 | 23,200.00 | 2,321.88- | 0 | 20,878.12 | 0 | 20,878.12 |
| Florence Sta.-Stevens Sta. | | | | | | | |
| Mt.Holly,-Medford, | 0 | 5,000.00 | 5,000.00- | 0 | 0 | 0 | 0 |
| Madison Ave., Mt. Holly | 0 | 4,000.00 | 4,000.00- | 0 | 0 | 0 | 0 |
| Sunset Rd., Willingboro Twp. | 0 | 3,500.00 | 3,500.00- | 0 | 0 | 0 | 0 |
| Cramers Farm Rd. | 0 | 4,800.00 | 4,800.00- | 0 | 0 | 0 | 0 |
| Springers Creek Bridge | 0 | 3,200.00 | 3,200.00- | 0 | 0 | 0 | 0 |
| Friendship Bogs " | 0 | 12,000.00 | 12,000.00- | 0 | 0 | 0 | 0 |
| Kings Highway " | 0 | 3,200.00 | 3,200.00- | 0 | 0 | 0 | 0 |
| Ives Branch " | | | | | | | |
| | $ 82,929.25 | $439,040.00 | $ 0 | $ 0 | $ 521,969.25 | $ 462,523.83 | $ 59,445.42 |

Schedule "19-3

## Motor Vehicle Fund - County Aid

### Camden County

| Project | Balance on Allot. Dec.31,1939 | Allotted 1940 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | Total | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Lighting 1938 | $ 507.10 | $ 0 | $ 0 | $ 0 | $ 507.10 | $ 0 | $ 507.10 |
| Maint. & Repairs 1939 | 20,771.31 | 0 | 0 | 0 | 20,771.31 | 20,771.31 | 0 |
| Bonds & Interest " | 25,067.90 | 0 | 0 | 0 | 25,067.90 | 25,067.90 | 0 |
| Policing " | 4,000.00 | 0 | 0 | 0 | 4,000.00 | 2,936.83 | 1,063.17 |
| Lighting " | 934.63 | 0 | 0 | 0 | 934.63 | 903.48 | 31.15 |
| Opera. of Bridges " | 3,910.46 | 0 | 968.64- | 0 | 2,941.82 | 2,941.82 | 0 |
| Admin. & Engr. " | 3,293.71 | 0 | 968.64/ | 0 | 4,262.35 | 4,262.35 | 0 |
| Maint. & Repairs 1940 | 0 | 94,629.92 | 0 | 0 | 94,629.92 | 94,629.92 | 0 |
| Bonds & Interest " | 0 | 138,849.95 | 0 | 0 | 138,849.95 | 101,925.49 | 36,924.46 |
| Lighting " | 0 | 8,000.00 | 0 | 0 | 8,000.00 | 0 | 8,000.00 |
| Opera. of Bridges " | 0 | 18,280.00 | 0 | 0 | 18,280.00 | 16,784.54 | 1,495.46 |
| Admin. & Engr. " | 0 | 21,234.13 | 0 | 0 | 21,234.13 | 21,234.13 | 0 |
| Const. & Reconst. County W.P.A.Proj.#1-Rds-1939) | 9,504.66 | 0 | 3,593.07- | 0 | 5,911.59 | 4,332.82 | 1,578.77 |
| " W.P.A.Proj.#2-Rds. " | 5,702.80 | 0 | 2,098.40- | 0 | 3,604.40 | 2,599.70 | 1,004.70 |
| " " " " #3-Br.- " | 5,385.97 | 0 | 0 | 0 | 5,385.97 | 0 | 5,385.97 |
| " " " " #6-Rds-1940 | 0 | 12,924.00 | 0 | 0 | 12,924.00 | 0 | 12,924.00 |
| " " " " #7-Br.- " | 0 | 6,462.00 | 0 | 0 | 6,462.00 | 0 | 6,462.00 |
| River Rd., C-224 | 0 | 0 | 2,098.40/ | 0 | 2,098.40 | 2,098.40 | 0 |
| #49-Burnt Mill Rd. | 934.20 | 0 | 0 | 0 | 934.20 | 934.20 | 0 |
| #12-Cuthbert Rd. Ext. | 7,904.74 | 0 | 0 | 0 | 7,904.74 | 7,904.74 | 0 |
| #0-Lexington Ave. " | 2,302.66 | 0 | 3,593.07/ | 0 | 5,895.73 | 0 | 5,895.73 |
| Haddonfield-Berlin Rd. or Gibbsboro Relocation-50% Basis | 19,307.48 | 0 | 16,194.00- | 0 | 3,113.48 | 0 | 3,113.48 |
| Cuthbert Rd. Bridge " | 0 | 0 | 16,194.00/ | 16,194.00- | 0 | 0 | 0 |
| #5D9-Burnt Mill " | 464.65 | 0 | 0 | 0 | 464.65 | 0 | 464.65 |
| #7D21-Garden Lake Bridge | 331.66 | 0 | 0 | 0 | 331.66 | 0 | 331.66 |
| #4D11-Water Works " | 1,200.00 | 0 | 0 | 0 | 1,200.00 | 0 | 1,200.00 |
| | $ 111,523.93 | $300,380.00 | $ 0 | $ 16,194.00- | $ 395,709.93 | $ 309,327.63 | $ 86,382.30 |

Schedule '19-C

## Motor Vehicle Fund - County Aid

### Cape May County

| Project | Balance on Allot. Dec.31,1939 | Allotted 1940 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | Total | Paid to County Jan. 1 to Dec.31,1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 2,676.06 | $ 0 | $ 0 | $ 0 | $ 2,676.06 | 2,676.06 | $ 0 |
| Opera. of Bridges " | 1,970.75 | 0 | 111.77- | 0 | 1,858.98 | 1,858.98 | 0 |
| Admin. & Engr. " | 2,450.19 | 0 | 528.57- | 0 | 1,921.62 | 1,921.62 | 0 |
| Maint. & Repairs 1940 | 0 | 99,900.00 | 2,240.34✓ | 0 | 102,140.34 | 97,004.66 | 5,135.68 |
| Bonds & Interest " | 0 | 61,560.00 | 0 | 0 | 61,560.00 | 61,560.00 | 0 |
| Opera. of Bridges " | 0 | 25,500.00 | 1,600.00- | 0 | 23,900.00 | 21,318.30 | 2,581.70 |
| Admin. & Engr. " | 0 | 21,600.00 | 0 | 0 | 21,600.00 | 19,424.45 | 2,175.55 |
| Const. & Reconst. | | | | | | | |
| Madison Ave., Cape May City | 0 | 8,000.00 | 2,595.82✓ | 0 | 10,595.82 | 10,595.82 | 0 |
| Various Co. Roads (50% Basis) | 2,595.82 | 0 | 2,595.82- | 0 | 0 | 0 | 0 |
| | $ 9,692.82 | $216,560.00 | $ 0 | $ 0 | $ 226,252.82 | $ 216,359.89 | $ 9,892.93 |

### Cumberland County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1938 | $ 4,802.60 | $ 0 | $ 4,802.60- | $ 0 | $ 0 | $ 0 | $ 0 |
| Opera. of Bridges " | 139.50 | 0 | 139.50- | 0 | 0 | 0 | 0 |
| Admin. & Engr. " | 407.09 | 0 | 407.09- | 0 | 0 | 0 | 0 |
| Maint. & Repairs 1939 | 3,522.61 | 0 | 30,315.36✓ | 0 | 33,837.97 | 33,837.97 | 0 |
| Lighting " | 515.05 | 0 | 0 | 0 | 515.05 | 515.05 | 0 |
| Opera. of Bridges " | 841.04 | 0 | 610.70- | 0 | 230.34 | 230.34 | 0 |
| Admin. & Engr. " | 4,913.51 | 0 | 3,265.62- | 0 | 1,647.89 | 1,647.89 | 0 |
| Maint. & Repairs 1940 | 0 | 282,819.65 | 41,151.34✓ | 0 | 323,970.99 | 290,993.95 | 32,977.04 |
| Bonds & Interest " | 0 | 48,592.50 | 0 | 0 | 48,592.50 | 48,592.50 | 0 |
| Lighting " | 0 | 2,000.00 | 0 | 0 | 2,000.00 | 0 | 2,000.00 |
| Opera. of Bridges " | 0 | 3,000.00 | 0 | 0 | 3,000.00 | 2,217.26 | 782.74 |
| Admin. & Engr. " | 0 | 20,900.00 | 0 | 0 | 20,900.00 | 14,317.98 | 6,582.02 |

Schedule #19-D

## Motor Vehicle Fund - County Aid

### Cumberland County
(2)

| Project | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | T o t a l | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Const. & Reconst. | | | | | | | |
| Dorchester-Heislerville | $ 946.45 | $ 0 | $ 946.45- | $ 0 | $ 0 | $ 0 | $ 0 |
| Millville-Mays Landing | 17,002.97 | 0 | 1,147.68- | 0 | 15,855.29 | 15,855.29 | 0 |
| Buckshutem Road | 26,100.00 | 0 | 17,326.60- | 0 | 8,773.40 | 8,773.40 | 0 |
| " " Sec. 2 | 0 | 0 | 26.60/ | 0 | 26.60 | 0 | 26.60 |
| Landis Ave., " 2 | 2,900.00 | 0 | 0 | 0 | 2,900.00 | 2,900.00 | 0 |
| Leesburg-Belle Plain Rd. | 4,000.00 | 0 | 243.81- | 0 | 3,756.19 | 3,756.19 | 0 |
| Head of 7th Day Mill Bridge | 2.46 | 0 | 2.46- | 0 | 0 | 0 | 0 |
| Salt Box " " " " | 310.65 | 0 | 310.65- | 0 | 0 | 0 | 0 |
| Bennetts Mill Bridge | 9,000.00 | 0 | 1,164.21- | 0 | 7,835.79 | 7,835.79 | 0 |
| Parsonage Branch " | 11,086.50 | 0 | 7,088.84- | 0 | 3,997.66 | 0 | 3,997.66 |
| Little Robin Bridge | 117.70 | 0 | 117.70- | 0 | 0 | 0 | 0 |
| Bowers Creek " | 6,000.00 | 0 | 257.34- | 0 | 5,742.66 | 5,742.66 | 0 |
| Bear Branch " | 6,000.00 | 0 | 1,423.19- | 0 | 4,576.81 | 4,576.81 | 0 |
| West " " (Columbia-Husted Rd.) | 6,000.00 | 0 | 2,521.50- | 0 | 3,478.50 | 3,478.50 | 0 |
| #L.S.102-Parvins Branch Br. | 0 | 11,507.85 | 6,749.05- | 0 | 4,758.80 | 4,758.80 | 0 |
| " 100- " " " | 0 | 6,000.00 | 2,452.00- | 0 | 3,548.00 | 0 | 3,548.00 |
| " 99- " " " | 0 | 6,000.00 | 6,000.00- | 0 | 0 | 0 | 0 |
| " 69- " " " | 0 | 4,500.00 | 500.00/ | 0 | 5,000.00 | 0 | 5,000.00 |
| " 63- " " " | 0 | 5,000.00 | 1,516.31- | 0 | 3,483.69 | 0 | 3,483.69 |
| Blackwater Branch Bridge | 0 | 7,000.00 | 7,000.00- | 0 | 0 | 0 | 0 |
| Hoffmans Mill " | 0 | 6,500.00 | 6,500.00- | 0 | 0 | 0 | 0 |
| Sherman Ave. Bridge (50% Basis) | 859.10 | 0 | 859.10- | 0 | 0 | 0 | 0 |
| Sharp St. Bridge " " | 504.90 | 0 | 0 | 0 | 504.90 | 0 | 504.90 |
| Mill Creek " " " | 371.79 | 0 | 0 | 0 | 371.79 | 0 | 371.79 |
| Muskee " " " | 89.20 | 0 | 0 | 0 | 89.20 | 0 | 89.20 |
| Lebanon Branch " " " | 822.85 | 0 | 822.85- | 0 | 0 | 0 | 0 |
| Lincoln Ave. " " " | 603.20 | 0 | 603.20- | 0 | 0 | 0 | 0 |
| Sunset Lake " " " | 3,299.74 | 0 | 3,299.74- | 0 | 0 | 0 | 0 |
| Buckshutem Rd. Sec.2 " | 0 | 0 | 1,681.95/ | 0 | 1,681.95 | 0 | 1,681.95 |
| Harrow Run Bridge " | 0 | 0 | 1,902.94/ | 0 | 1,902.94 | 0 | 1,902.94 |
| Parvins Br. "(South East Blvd.)(50% Basis) | 0 | 0 | 2,000.00/ | 0 | 2,000.00 | 0 | 2,000.00 |
| | $111,158.91 | $403,820.00 | $ 0 | $ 0 | $ 514,978.91 | $ 450,030.38 | $ 64,948.53 |

Schedule #19-E

## Motor Vehicle Fund - County Aid

### Essex County

| Project | Balance on Allot. Dec.31,1939 | Allotted 1940 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | Total | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1940 | $ 0 | $150,593.00 | $ 3,058.26/ | $ 0 | $ 153,651.26 | $ 153,651.26 | $ 0 |
| Bonds & Interest " | 0 | 230,000.00 | 0 | 0 | 230,000.00 | 230,000.00 | 0 |
| Policing(Traffic Lights) " | 0 | 40,000.00 | 2,626.89- | 0 | 37,373.11 | 37,373.11 | 0 |
| Lighting " | 0 | 1,075.00 | 431.37- | 0 | 643.63 | 643.63 | 0 |
| Opera. of Bridges " | 0 | 52,000.00 | 0 | 0 | 52,000.00 | 52,000.00 | 0 |
| Admin. & Engr. " | 0 | 53,852.00 | 0 | 0 | 53,852.00 | 53,852.00 | 0 |
| Const. & Reconst. W.P.A.-Drainage Projs. | 0 | 11,000.00 | 0 | 0 | 11,000.00 | 11,000.00 | 0 |
| | $ 0 | $538,520.00 | $ 0 | $ 0 | $ 538,520.00 | $ 538,520.00 | $ 0 |

### Gloucester County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 21,072.89 | $ 0 | $13,769.28- | $ 0 | $ 7,303.61 | $ 7,303.61 | $ 0 |
| Lighting " | 2,530.42 | 0 | 1,899.79- | 0 | 630.63 | 630.63 | 0 |
| Admin. & Engr. " | 1,005.58 | 0 | 992.27- | 0 | 13.31 | 13.31 | 0 |
| Bonds & Interest 1940 | 0 | 51,000.00 | 0 | 0 | 51,000.00 | 51,000.00 | 0 |
| Maint. & Repairs " | 0 | 198,505.00 | 16,661.34/ | 0 | 215,166.34 | 183,248.85 | 31,917.49 |
| Lighting " | 0 | 4,000.00 | 0 | 0 | 4,000.00 | 1,274.02 | 2,725.98 |
| Admin. & Engr. " | 0 | 18,975.00 | 0 | 0 | 18,975.00 | 15,959.11 | 3,015.89 |
| Const. & Reconst. #5D3-Bridge over Raccoon Cr. | 0 | 0 | 16,648.72/ | 0 | 0 | 0 | 0 |
| | 0 | | 16,648.72- | | | | |
| Mt.Royal Br. & Apprs.(50%) | 1,442.15 | 0 | 0 | 0 | 1,442.15 | 0 | 1,442.15 |
| Malaga-New Brooklyn Road Bridge " | 194.85 | 0 | 0 | 0 | 194.85 | 0 | 194.85 |
| | $ 26,245.89 | $272,480.00 | $ 0 | $ 0 | $ 298,725.89 | $ 259,429.53 | $ 39,296.36 |

Schedule "19-F

## Motor Vehicle Fund - County Aid

### Hudson County

| Project | Balance on Allot. Dec.31,1939 | Allotted 1940 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | Total | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Fourteenth St. Viaduct | $ 68,838.13 | $ 0 | $ 18,228.21- | $ 0 | $ 50,609.92 | $ 50,609.92 | $ 0 |
| Hudson Co. Blvd., 35th to 37th St., Bayonne | 16,783.71 | 0 | 16,783.71- | 0 | 0 | 0 | 0 |
| North " | 3,956.04 | 0 | 3,956.04- | 0 | 0 | 0 | 0 |
| Droyers & Kellogg Sts. | 1,710.60 | 0 | 1,710.60- | 0 | 0 | 0 | 0 |
| Materials for County Road & Secaucus Rd. | 1,461.24 | 0 | 1,461.24- | 0 | 0 | 0 | 0 |
| Secaucus " | 3,187.85 | 0 | 3,187.85- | 0 | 0 | 0 | 0 |
| Co. Asphalt Repairs 1938 | 1,430.00 | 0 | 1,430.00- | 0 | 0 | 0 | 0 |
| Secaucus Road Bridge over Penhorn Creek | 790.91 | 0 | 790.91- | 0 | 0 | 0 | 0 |
| 14th St., Hoboken | 19,677.16 | 0 | 1,708.28/ | 0 | 21,385.44 | 21,385.44 | 0 |
| Communipaw Ave., Jersey C. | 7,357.10 | 0 | 7,357.10- | 0 | 0 | 0 | 0 |
| J. C. Approach to 14th St. Viaduct | 22,496.00 | 0 | 739.95- | 0 | 21,756.05 | 21,756.05 | 0 |
| Secaucus Road from County Ave. to Penhorn Creek | 12,342.76 | 0 | 12,281.49- | 0 | 61.27 | 61.27 | 0 |
| Asphalt & Stone Pavement Repairs | 3,043.50 | 0 | 3,046.50- | 0 | 0 | 0 | 0 |
| Various Co. Rds. W.P.A. Improvements | 0 | 10,000.00 | 10,000.00- | 0 | 0 | 0 | 0 |
| Paterson Plank Rd. | 0 | 0 | 10,000.00/ | 0 | 10,000.00 | 0 | 10,000.00 |
| Maint. & Repairs, County Roads | 0 | 122,440.00 | 69,265.32/ | 0 | 191,705.32 | 0 | 191,705.32 |
| Bonds & Interest, 1940 | 0 | 279,000.00 | 0 | 0 | 279,000.00 | 279,000.00 | 0 |
| | $ 163,078.00 | $411,440.00 | $ 0 | $ 0 | $ 574,518.00 | $ 372,812.68 | $ 201,705.32 |

### Hunterdon County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 10,138.29 | $ 0 | $ 2,973.08- | $ 0 | $ 7,165.21 | $ 7,165.21 | $ 0 |
| Lighting " | 750.00 | 0 | 750.00- | 0 | 0 | 0 | 0 |
| Admin. & Engr. " | 1,459.28 | 0 | 540.45- | 0 | 918.83 | 918.83 | 0 |
| Maint. & Repairs 1940 | 0 | 147,200.00 | 8,440.41/ | 0 | 155,640.41 | 123,286.86 | 32,353.55 |
| Admin. & Engr. " | 0 | 18,400.00 | 0 | 0 | 18,400.00 | 12,138.00 | 6,262.00 |

Schedule #19-G

## Motor Vehicle Fund - County Aid

### Hunterdon County
(2)

| Project | Balance on Allot. Dec.31, 1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | T o t a l | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Const. & Reconst. | | | | | | | |
| Bunnvale-Califon Sec. 2 | $ 9,370.79 | $ 0 | $ 0 | $ 0 | $ 9,370.79 | $ 9,370.49 | $ .30 |
| Pittstown-Jutland " 1 | 818.87 | 0 | 818.87- | 0 | 0 | 0 | 0 |
| " " " 2 | 15,000.00 | 0 | 0 | 12,032.05- | 2,967.95 | 0 | 2,967.95 |
| Baptistown-Lambertville " 4 | 900.30 | 0 | 900.30- | 0 | 0 | 0 | 0 |
| " " " 5 | 0 | 27,500.00 | 0 | 0 | 27,500.00 | 0 | 27,500.00 |
| Stockton-Flemington " 1 | 0 | 0 | 1,105.10- | 1,105.10✓ | 0 | 0 | 0 |
| " " " 2 | 0 | 30,000.00 | 0 | 26,984.00- | 3,016.00 | 0 | 3,016.00 |
| Rt.#30-High Bridge | 1,352.61 | 0 | 1,352.61- | 0 | 0 | 0 | 0 |
| | $ 39,790.14 | $223,100.00 | $ 0 | $ 37,910.95- | $ 224,979.19 | $ 152,879.39 | $ 72,099.80 |

### Mercer County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1940 | $ 0 | $148,768.50 | $ 900.00✓ | $ 0 | $ 149,668.50 | $ 149,668.50 | $ 0 |
| Bonds & Interest " | 0 | 63,835.00 | 0 | 0 | 63,835.00 | 63,835.00 | 0 |
| Admin. & Engr. " | 0 | 22,196.50 | 900.00- | 0 | 21,296.50 | 19,825.54 | 1,470.96 |
| Const. & Reconst. | | | | | | | |
| County W.P.A.Projs.1940 | 0 | 4,500.00 | 0 | 0 | 4,500.00 | 0 | 4,500.00 |
| Yardville-Allentown-Klockner Rd. | 282.76 | 0 | 0 | 0 | 282.76 | 0 | 282.76 |
| Eilers Corner Road | 229.25 | 0 | 0 | 0 | 229.25 | 0 | 229.25 |
| Bear Swamp Rd., Ditch | 150.00 | 0 | 0 | 0 | 150.00 | 0 | 150.00 |
| Sullivan Way-Bear Tavern | 29,383.50 | 0 | 0 | 0 | 29,383.50 | 29,383.50 | 0 |
| Elm Road at Stockton St. & Intersection | 720.50 | 0 | 154.89- | 0 | 565.61 | 565.61 | 0 |
| Hopewell-Woodsville | 4,876.00 | 0 | 1,254.89✓ | 0 | 6,130.89 | 6,130.89 | 0 |
| Burnt Swamp Ditch | 1,100.00 | 0 | 1,100.00- | 0 | 0 | 0 | 0 |
| | $ 36,742.01 | $239,300.00 | $ 0 | $ 0 | $ 276,042.01 | $ 269,409.04 | $ 6,632.97 |

Schedule #19-H

## Motor Vehicle Fund - County Aid

### Middlesex County

| Project | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | T o t a l | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1940 | $ 0 | $213,146.00 | $ 0 | $ 0 | $ 123,146.00 | $ 213,146.00 | $ 0 |
| Bonds & Interest " | 0 | 90,000.00 | 0 | 0 | 90,000.00 | 90,000.00 | 0 |
| Policing " | 0 | 1,590.00 | 0 | 0 | 1,590.00 | 0 | 1,590.00 |
| Lighting " | 0 | 3,300.60 | 0 | 0 | 3,300.60 | 0 | 3,300.60 |
| Admin. & Engr. " | 0 | 7,883.40 | 0 | 0 | 7,883.40 | 0 | 7,883.40 |
| Const. & Reconst. County Wide W.P.A. 1938 | 15,489.35 | 0 | 0 | 0 | 15,489.35 | 15,489.35 | 0 |
| | $ 15,489.35 | $315,920.00 | $ 0 | $ 0 | $ 331,409.35 | $ 318,635.35 | $ 12,774.00 |

### Monmouth County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1940 | $ 0 | $120,125.40 | $ 151.29 | $ 0 | $ 120,276.69 | $ 120,276.69 | $ 0 |
| Bonds & Interest " | 0 | 171,000.00 | 0 | 0 | 171,000.00 | 171,000.00 | 0 |
| Lighting " | 0 | 3,501.30 | 0 | 0 | 3,501.30 | 0 | 3,501.30 |
| Opera. of Bridges " | 0 | 45,000.00 | 0 | 0 | 45,000.00 | 45,000.00 | 0 |
| Admin. & Engr. " | 0 | 10,133.30 | 0 | 0 | 10,133.30 | 10,133.30 | 0 |
| Const. & Reconst. Various County Roads | 151.29 | 0 | 151.29- | 0 | 0 | 0 | 0 |
| | $ 151.29 | $349,760.00 | $ 0 | $ 0 | $ 349,911.29 | $ 346,409.99 | $ 3,501.30 |

### Morris County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 1,000.00 | $ 0 | $ 0 | $ 0 | $ 1,000.00 | $ 1,000.00 | $ 0 |
| Lighting " | 2,000.00 | 0 | 2,000.00- | 0 | 0 | 0 | 0 |
| Maint. & Repairs 1940 | 0 | 97,860.00 | 15,000.00 | 0 | 112,860.00 | 112,860.00 | 0 |
| Bonds & Interest " | 0 | 144,000.00 | 0 | 0 | 144,000.00 | 144,000.00 | 0 |
| Lighting " | 0 | 4,000.00 | 0 | 0 | 4,000.00 | 1,837.07 | 2,162.93 |
| Admin. & Engr. " | 0 | 16,000.00 | 0 | 0 | 16,000.00 | 16,000.00 | 0 |

Schedule #19-I

## Motor Vehicle Fund - County Aid

### Morris County
(2)

| Project | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | T o t a l | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Const. & Reconst. | | | | | | | |
| Madison-Monroe, Sec.2 (Park Ave.) | $ 5,229.05 | $ 0 | $ 5,229.05- | $ 0 | $ 0 | $ 0 | $ 0 |
| Morristown-Green Village | 0 | 33,000.00 | 7,770.95- | 0 | 25,229.05 | 12,534.81 | 12,694.24 |
| Stratton(Inter-Co.)Bridge | 33,000.00 | 0 | 0 | 0 | 33,000.00 | 21,466.56 | 11,533.44 |
| | $ 41,229.05 | $294,860.00 | $ 0 | $ 0 | $ 336,089.05 | $ 309,698.44 | $ 26,390.61 |

### Ocean County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Bonds & Interest 1939 | $ 4,137.50 | $ 0 | $ 0 | $ 0 | $ 4,137.50 | $ 4,137.50 | $ 0 |
| Policing " | 88.07 | 0 | 88.07- | 0 | 0 | 0 | 0 |
| Maint. & Repairs 1940 | 0 | 255,931.00 | 88.07/ | 0 | 256,019.07 | 245,360.43 | 10,658.64 |
| Bonds & Interest " | 0 | 88,105.00 | 0 | 0 | 88,105.00 | 84,080.00 | 4,025.00 |
| Policing-Traffic Lights " | 0 | 5,500.00 | 0 | 0 | 5,500.00 | 3,178.94 | 2,321.06 |
| Lighting " | 0 | 4,000.00 | 0 | 0 | 4,000.00 | 0 | 4,000.00 |
| Admin. & Engr. " | 0 | 39,704.00 | 0 | 0 | 39,704.00 | 39,704.00 | 0 |
| Const. & Reconst. Dover Rd., Sec. 5 | 0 | 3,800.00 | 0 | 0 | 3,800.00 | 0 | 3,800.00 |
| | $ 4,225.57 | $397,040.00 | $ 0 | $ 0 | $ 401,265.57 | $ 376,460.87 | $ 24,804.70 |

### Passaic County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1940 | $ 0 | $180,214.00 | $ 0 | $ 0 | $ 180,214.00 | $ 180,214.00 | $ 0 |
| Bonds & Interest " | 0 | 85,000.00 | 0 | 0 | 85,000.00 | 85,000.00 | 0 |
| Admin. & Engr. " | 0 | 25,666.00 | 0 | 0 | 25,666.00 | 25,666.00 | 0 |
| Const. & Reconst. | | | | | | | |
| Berdan Ave. | 24,413.06 | 0 | 0 | 0 | 24,413.06 | 0 | 24,413.06 |
| Jackson " Bridge | 0 | 20,000.00 | 3,295.42/ | 0 | 23,295.42 | 0 | 23,295.42 |

Schedule #19-J

## Motor Vehicle Fund - County Aid

### Passaic County
(2)

| Project | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | T o t a l | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Const. & Reconst.(contd.) | | | | | | | |
| Warwick Rd. Bridge, Moe | $ 4,000.00 | $ 0 | $ 4,000.00- | $ 0 | $ 0 | $ 0 | $ 0 |
| Totowa Ave. " Paterson | 17,633.68 | 0 | 652.33/ | 0 | 18,286.01 | 18,286.01 | 0 |
| Stratton(Inter-Co.)Bridge | 25,000.00 | 0 | 3,533.43- | 0 | 21,466.57 | 21,466.57 | 0 |
| Overlook Ave.,Bridge, Haledon | 8,426.20 | 0 | .32- | 0 | 8,425.88 | 8,425.88 | 0 |
| Wagaraw Bridge & Rt. #3 | 2,055.45 | 0 | 414.00- | 0 | 1,641.45 | 1,641.45 | 0 |
| 2 Culverts on the Oakland-Ringwood Skyway | 0 | 0 | 4,000.00/ | 0 | 4,000.00 | 0 | 4,000.00 |
| | $ 81,528.39 | $310,880.00 | $ 0 | $ 0 | $ 392,408.39 | $ 340,699.91 | $ 51,708.48 |

### Salem County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 52,901.89 | 0 | $36,898.31- | $ 0 | $ 16,003.58 | $ 16,003.58 | $ 0 |
| Opera. of Bridges " | 645.89 | 0 | 325.95- | 0 | 319.94 | 319.94 | 0 |
| Admin. & Engr. " | 5,944.28 | 0 | 3,828.04- | 0 | 2,116.24 | 2,116.24 | 0 |
| Maint. & Repairs 1940 | 0 | 168,491.60 | 31,523.49/ | 0 | 200,015.09 | 145,450.06 | 54,565.03 |
| Lighting " | 0 | 2,348.40 | 0 | 0 | 2,348.40 | 782.80 | 1,565.60 |
| Opera. of Bridges " | 0 | 2,500.00 | 0 | 0 | 2,500.00 | 1,684.60 | 815.40 |
| Admin. & Engr. " | 0 | 28,000.00 | 0 | 0 | 28,000.00 | 20,860.80 | 7,139.20 |
| Const. & Reconst. | | | | | | | |
| Porcupine-Straughens Mill Road | 3,500.00 | 0 | 3,500.00- | 0 | 0 | 0 | 0 |
| Acton Sta. " Sec. 2 | 1,734.11 | 0 | 1,734.11- | 0 | 0 | 0 | 0 |
| Tattletown " " 2 | 0 | 0 | 2,789.92/ | 2,789.92- | 0 | 0 | 0 |
| Pennsville-Salem Road | 0 | 55,000.00 | 0 | 55,000.00- | 0 | 0 | 0 |
| Wiley Road, Sec. 2 & Long Bridge #212 | 0 | 0 | 20,000.00/ | 0 | 20,000.00 | 0 | 20,000.00 |
| Deals Waste Gate Bridge | 8,027.00 | 0 | 8,027.00- | 0 | 0 | 0 | 0 |
| Church Bridge #1116 | 0 | 0 | 3,000.00/ | 0 | 3,000.00 | 0 | 3,000.00 |
| Red " | 3,000.00 | 0 | 3,000.00- | 0 | 0 | 0 | 0 |

Schedule #19-K

## Motor Vehicle Fund - County Aid

### Salem County
(2)

| Project | Balance on Allot. Dec.31,1939 | Allotted 1940 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | Total | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Const. & Reconst.(Contd.) | | | | | | | |
| Red Bridge & Appros. | $ 0 | $ 6,000.00 | $ 0 | $ 0 | $ 6,000.00 | $ 5,999.40 | $ .60 |
| " " " " (50%) | 0 | 0 | 2,228.82/ | 0 | 2,228.82 | 2,228.82 | 0 |
| Tilbury Road " | 977.70 | 0 | 977.70- | 0 | 0 | 0 | 0 |
| Deals Waste Gate Bridge(50%) | 6,340.35 | 0 | 1,251.12- | 0 | 5,089.23 | 5,089.23 | 0 |
| | $ 83,071.22 | $262,340.00 | $ 0 | $ 57,789.92- | $ 287,621.30 | $ 200,535.47 | $ 87,085.83 |

### Somerset County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1938 | $ 8.00 | $ 0 | $ 8.00- | 0 | $ 0 | $ 0 | $ 0 |
| Maint. & Repairs 1939 | 0 | 0 | 12,867.15/ | 0 | 12,867.15 | 12,867.15 | 0 |
| Lighting " | 1,637.73 | 0 | 0 | 0 | 1,637.73 | 474.67 | 1,163.06 |
| Maint. & Repairs 1940 | 0 | 92,903.93 | 9,933.96/ | 0 | 102,837.89 | 102,837.89 | 0 |
| Bonds & Interest " | 0 | 56,586.25 | 0 | 0 | 56,586.25 | 29,165.00 | 27,421.25 |
| Lighting " | 0 | 1,637.73 | 0 | 0 | 1,637.73 | 914.78 | 722.95 |
| Admin. & Engr. " | 0 | 20,960.00 | 0 | 0 | 20,960.00 | 20,960.00 | 0 |
| Const. & Reconst. | | | | | | | |
| Pottersville Road | 79.18 | 0 | 79.18- | 0 | 0 | 0 | 0 |
| South Branch " | 516.02 | 0 | 516.02- | 0 | 0 | 0 | 0 |
| N.J. Tpk. Pavement Exten. | 564.80 | 0 | 564.80- | 0 | 0 | 0 | 0 |
| No. Plainfield-Greenbrook-Mt. Ave. | 2,000.00 | 0 | 2,000.00- | 0 | 0 | 0 | 0 |
| N.J. Tpk. Trolley Ave. | 1,229.18 | 0 | 1,229.18- | 0 | 0 | 0 | 0 |
| Greenbrook Road | 10,125.00 | 0 | 1,539.94- | 0 | 8,585.06 | 8,585.06 | 0 |
| Peapack-Far Hills Road | 3,336.10 | 0 | 1,639.66- | 0 | 1,696.44 | 1,696.44 | 0 |
| Main St., Manville | 7,827.00 | 0 | 7,827.00- | 0 | 0 | 0 | 0 |
| Franklin Twp.,Middlebush | 6,718.90 | 0 | 0 | 0 | 6,718.90 | 5,068.15 | 1,650.75 |
| Lamington-Burnt Mills Rd. | 0 | 15,000.00 | 15,000.00- | 0 | 0 | 0 | 0 |
| Main St., Columbus Place & Talmadge Ave. | 0 | 5,000.00 | 5,000.00- | 0 | 0 | 0 | 0 |
| Crescent Ave. | 0 | 0 | 6,000.00/ | 0 | 6,000.00 | 0 | 6,000.00 |

Schedule #19-I.

## Motor Vehicle Fund - County Aid

### Somerset County
(2)

| Project | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | T o t a l | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Const. & Reconst.(contd.) | | | | | | | |
| Raritan River Bridge #439 | $ 52.40 | $ 0 | $ 52.40- | $ 0 | $ 0 | $ 0 | $ 0 |
| No. Pike Brook Bridge | 266.86 | 0 | 266.86- | 0 | 0 | 0 | 0 |
| Griggstown Bridge (Franklin Township) | 4,531.74 | 0 | 632.02- | 0 | 3,899.72 | 3,899.72 | 0 |
| Burnt Mills River Bridge | 0 | 17,512.09 | 7,553.95/ | 0 | 25,066.04 | 25,066.04 | 0 |
| Raritan-Centerville Sec. 5 (50% Basis) | 346.80 | 0 | 0 | 0 | 346.80 | 0 | 346.80 |
| | $ 39,239.71 | $209,600.00 | $ 0 | $ 0 | $ 248,839.71 | $ 211,534.90 | $ 37,304.81 |

### Sussex County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 31,483.94 | $ 0 | $22,084.81- | $ 0 | $ 9,399.13 | $ 9,399.13 | $ 0 |
| Lighting " | 600.00 | 0 | 600.00- | 0 | 0 | 0 | 0 |
| Admin. & Engr. " | 3,535.47 | 0 | 1,396.98- | 0 | 2,138.49 | 2,138.49 | 0 |
| Maint. & Repairs 1940 | 0 | 213,914.02 | 24,081.79/ | 0 | 237,995.81 | 206,064.12 | 31,931.69 |
| Bonds & Interest " | 0 | 17,076.48 | 0 | 0 | 17,076.48 | 17,076.48 | 0 |
| Admin. & Engr. " | 0 | 22,000.00 | 0 | 0 | 22,000.00 | 19,574.87 | 2,425.13 |
| Const. & Reconst. | | | | | | | |
| Hamburg-N.Y. State Line | 0 | 20,210.00 | 0 | 0 | 20,210.00 | 12,874.34 | 7,335.66 |
| Ross Cor.-Hamburg Rd. | 0 | 3,659.50 | 0 | 0 | 3,659.50 | 0 | 3,659.50 |
| Newton-Sparta Sec. 3(50%) | 4,275.72 | 0 | 0 | 0 | 4,275.72 | 0 | 4,275.72 |
| Mill St., Intersec. " | 149.31 | 0 | 0 | 0 | 149.31 | 0 | 149.31 |
| | $ 40,044.44 | $276,860.00 | $ 0 | $ 0 | $ 316,904.44 | $ 276,127.43 | $ 49,777.01 |

Schedule #19-M

## Motor Vehicle Fund - County Aid

### Union County

| Project | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Transfers | Secondary & Feeder Rds. Federal Aid Transfers | T o t a l | Paid to County Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1940 | $ 0 | $ 139,143.75 | $ 0 | $ 0 | $ 139,143.75 | $ 139,143.75 | $ 0 |
| Bonds & Interest " | 0 | 100,000.00 | 0 | 0 | 100,000.00 | 100,000.00 | 0 |
| Lighting " | 0 | 3,131.25 | 0 | 0 | 3,131.25 | 0 | 3,131.25 |
| Opera. of Bridges " | 0 | 17,005.00 | 0 | 0 | 17,005.00 | 15,023.84 | 1,981.16 |
| .. | $ 0 | $ 259,280.00 | $ 0 | $ 0 | $ 259,280.00 | $ 254,167.59 | $ 5,112.41 |

### Warren County

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Maint. & Repairs 1939 | $ 4,330.34 | $ 0 | $ 1,201.89/ | $ 0 | $ 5,532.23 | $ 5,532.23 | $ 0 |
| Policing " | 188.80 | 0 | 101.46- | 0 | 87.34 | 87.34 | 0 |
| Lighting " | 348.27 | 0 | 221.61- | 0 | 126.66 | 126.66 | 0 |
| Admin. & Engr. " | 3,629.63 | 0 | 878.82- | 0 | 2,750.81 | 2,750.81 | 0 |
| Maint. & Repairs 1940 | 0 | 140,988.00 | 0 | 0 | 140,988.00 | 134,076.38 | 6,911.62 |
| Bonds & Interest " | 0 | 1,200.00 | 0 | 0 | 1,200.00 | 337.79 | 862.21 |
| Lighting " | 0 | 1,500.00 | 0 | 0 | 1,500.00 | 1,156.12 | 343.88 |
| Admin. & Engr. " | 0 | 20,990.00 | 0 | 0 | 20,990.00 | 15,217.70 | 5,772.30 |
| Const. & Reconst. Brass Castle Road | 3,991.13 | 0 | 4.02/ | 0 | 3,995.15 | 3,995.15 | 0 |
| Allamuchy-Hackettstown Sec. 1 | 1,681.38 | 0 | 2,531.30/ | 4,212.68- | 0 | 0 | 0 |
| The Same Sec. 2 | 33,318.62 | 35,000.00 | 2,531.30- | 65,096.60- | 690.72 | 0 | 690.72 |
| River Rd.,-Harmony & Lopatcong Twp. | 8,827.60 | 0 | 4.02- | 0 | 8,823.58 | 8,823.58 | 0 |
| Various County Roads | 0 | 26,602.00 | 17,891.00- | 0 | 8,711.00 | 2,947.89 | 5,763.11 |
| Harmony Sta.-Brainards Rd. | 0 | 0 | 17,891.00/ | 0 | 17,891.00 | 16,691.00 | 1,200.00 |
| Greenwich St.-Belvidere (50%) | 3,210.55 | 0 | 0 | 0 | 3,210.55 | 0 | 3,210.55 |
| | $ 59,526.32 | $ 226,280.00 | $ 0 | $ 69,309.28- | $ 216,497.04 | $ 191,742.65 | $ 24,754.39 |

## State Aid Appropriation

(Chap. #395, P. L. 1912)

| | | |
|---|---|---|
| Monmouth Co. | Freehold-Mt. Holly Rd. (Monmouth Co.) | $12,789.03 |

Schedule #21

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)
## Recapitulation of Funds & Disbursements
## Jan. 1, 1940 to Dec. 31, 1940

| County | Balance on Allot. Dec. 31, 1939 | Allotted 1940 | Cancelled for Reallotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|
| Atlantic | $ 37,842.05 | $ 338,266.42 | $ 213,266.42 | $ 162,842.05 | $ 93,957.68 | $ 68,884.37 |
| Bergen | 78,695.46 | 272,724.33 | 147,724.33 | 203,695.46 | 100,953.83 | 102,741.63 |
| Burlington | 78,230.74 | 263,947.60 | 138,947.60 | 203,230.74 | 118,196.53 | 85,034.21 |
| Camden | 102,353.25 | 271,114.75 | 146,114.75 | 227,353.25 | 109,511.43 | 117,841.82 |
| Cape May | 17,116.29 | 254,841.07 | 129,841.07 | 142,116.29 | 135,564.36 | 6,551.93 |
| Cumberland | 58,217.44 | 271,223.95 | 146,223.95 | 183,217.44 | 122,758.40 | 60,459.04 |
| Essex | 122,494.12 | 301,306.22 | 176,306.22 | 247,494.12 | 74,863.25 | 172,630.87 |
| Gloucester | 72,225.71 | 294,467.15 | 169,467.15 | 197,225.71 | 143,449.38 | 53,776.33 |
| Hudson | 147,982.25 | 272,566.28 | 147,566.28 | 272,982.25 | 200,234.31 | 72,747.94 |
| Hunterdon | 34,917.87 | 252,526.22 | A)144,026.22 | 143,417.87 | 97,622.72 | 45,795.15 |
| Mercer | 79,117.66 | 257,762.70 | 132,762.70 | 204,117.66 | 110,072.05 | 94,045.61 |
| Middlesex | 72,108.53 | 255,806.58 | 130,806.58 | 197,108.53 | 98,926.79 | 98,181.74 |
| Monmouth | 71,020.25 | 278,037.15 | 153,037.15 | 196,020.25 | 119,818.52 | 76,201.73 |
| Morris | 34,726.40 | 260,605.17 | 135,605.17 | 159,726.40 | 109,101.55 | 50,624.85 |
| Ocean | 97,180.98 | 286,498.96 | 161,498.96 | 222,180.98 | 136,260.63 | 85,920.35 |
| Passaic | 95,542.79 | 272,401.43 | 147,401.43 | 220,542.79 | 130,405.45 | 90,137.34 |
| Salem | 70,420.03 | 280,440.91 | 155,440.91 | 195,420.03 | 143,177.28 | 52,242.75 |
| Somerset | 113,062.32 | 271,580.10 | 146,580.10 | 238,062.32 | 147,431.42 | 90,630.90 |
| Sussex | 124,068.79 | 260,488.75 | B)142,488.75 | 242,068.79 | 82,852.82 | 159,215.97 |
| Union | 87,499.22 | 270,173.48 | 145,173.48 | 212,499.22 | 96,809.24 | 115,689.98 |
| Warren | 95,267.85 | 303,832.65 | 178,832.65 | 220,267.85 | 132,618.48 | 87,649.37 |
| | $1,690,090.00 | *$5,790,611.87 | $3,189,111.87 | $4,291,590.00 | $2,504,586.12 | $1,787,003.88 |
| General Cancellation Fund | 1,818.18 | | | 1,818.18 | | 1,818.18 |
| | $1,691,908.18 | | | $4,293,408.18 | | $1,788,822.06 |

$2,625,000.00 - 1940 Funds
3,165,611.87 - From Cancellations
*$5,790,611.87

A) $16,500.00 - Transferred to Secondary & Feeder Roads - Federal Aid
B) $ 7,000.00 - " " " " " " " "

Schedule #22

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Atlantic | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec. 31,1940 | Balance on Allotment Dec. 31, 1940 |
|---|---|---|---|---|---|---|---|
| Absecon City | Shady Lane & Bayview Ave. | $ 0 | $ 2,000.00 | $ 0 | $ 2,000.00 | $ 0 | $ 2,000.00 |
| " " " | Lane & Various sts. | 0 | 5,000.00 | 5,000.00 | 0 | 0 | 0 |
| Brigantine City | Bay Shore Ave., Sec. 3 | 0 | 5,000.00 | 0 | 5,000.00 | 4,840.30 | 159.70 |
| Buena Vista Twp. | Arbor Ave. & Var. sts. | 0 | 6,000.00 | 6,000.00 | 0 | 0 | 0 |
| " " " | Grove Rd., Landis Ave., Main Rd. | 0 | 6,000.00 | 2,810.73 | 3,189.27 | 2,033.15 | 1,156.12 |
| " " " | No. R.R. Blvd., Back St., etc. | 6,500.00 | 0 | 6,500.00 | 0 | 0 | 0 |
| " " " | Willow Ave. & Var. sts. | 0 | 6,500.00 | 0 | 6,500.00 | 0 | 6,500.00 |
| Egg Harb. City | Bremen Ave., Shelling Ave.,etc. | 0 | 3,500.00 | 0 | 3,500.00 | 0 | 3,500.00 |
| " " " | Claudius,Boston, etc.(Surf.treatm.) | 849.42 | 0 | 849.42 | 0 | 0 | 0 |
| " " " | Various sts.(1939) | 1,600.00 | 0 | 13.51 | 1,586.49 | 1,586.49 | 0 |
| " " " | Fichte,Atl.Ave.,etc. | 0 | 3,700.00 | 3,700.00 | 0 | 0 | 0 |
| " " Twp. | Brenta,Granada, " | 0 | 8,558.07 | 0 | 8,558.07 | 0 | 8,558.07 |
| " " " | Frankfort Court & Var. sts. | 0 | 5,000.00 | 0 | 5,000.00 | 881.70 | 4,118.30 |
| " " " | Naples,Venice Ave., etc. | 8,558.07 | 0 | 8,558.07 | 0 | 0 | 0 |
| Galloway " | Clarks Landing Rd. | 4,815.00 | 0 | 4,815.00 | 0 | 0 | 0 |
| " " | Second Ave. & Old Port Road | 0 | 3,000.00 | 3,000.00 | 0 | 0 | 0 |
| Hamilton " | Holly & Var. sts. | 0 | 6,000.00 | 0 | 6,000.00 | 0 | 6,000.00 |
| " " | Weymouth-Elwood Rd., Sec. 2 | 6,500.00 | 0 | 6,500.00 | 0 | 0 | 0 |
| " " | The same, Ave. B, Jackson Rd., etc. | 0 | 6,500.00 | 0 | 6,500.00 | 0 | 6,500.00 |
| Hammonton Town | Liberty & Var. sts. | 0 | 6,000.00 | 6,000.00 | 0 | 0 | 0 |
| " " | Oak Rd., Plymouth Rd. & 14th St. | 0 | 6,000.00 | 0 | 6,000.00 | 0 | 6,000.00 |
| " " | Passmore Ave. & Var. sts. | 7,500.00 | 0 | 0 | 7,500.00 | 6,752.52 | 747.48 |
| " " | Var. sts. 1938 | .93 | 0 | .93 | 0 | 0 | 0 |
| Linwood City | Oak Ave. | 0 | 7,000.00 | 7,000.00 | 0 | 0 | 0 |

Schedule "22-A"

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Atlantic(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Linwood City | Seaview, Cambridge, Devonshire Ave.,etc. | $ 0 | $ 7,000.00 | $ 0 | $ 7,000.00 | $ 0 | $ 7,000.00 |
| Longport Boro | Atlantic " | 0 | 4,500.00 | 4,500.00 | 0 | 0 | 0 |
| " " | " " | 0 | 4,000.00 | 400.13 | 3,599.87 | 3,599.87 | 0 |
| Margate City | Amherst Ave., Sec. 2 & Monmouth Ave. | 0 | 7,200.00 | 7,200.00 | 0 | 0 | 0 |
| " " | Monmouth, Haverford, Granville Aves. | 0 | 8,000.00 | 0 | 8,000.00 | 7,557.30 | 442.70 |
| Mullica Twp. | Elwood-Weekstown Sec. 2 | 0 | 2,400.00 | 0 | 2,400.00 | 0 | 2,400.00 |
| Northfield City | Northfield Ave. | 0 | 6,000.00 | 6,000.00 | 0 | 0 | 0 |
| " " | " , Fifield & Wabash Aves. | 0 | 7,185.00 | 0 | 7,185.00 | 7,184.43 | .57 |
| Pleasantville " | Leeds Ave. & Doughty Rd. | 0 | 8,000.00 | 0 | 8,000.00 | 0 | 8,000.00 |
| Port Republic City | Mill St., Riverside Dr., etc. | 1,258.22 | 0 | 1,258.22 | 0 | 0 | 0 |
| " " " | Mill St.,Sec.2 | 0 | 1,350.00 | 1,350.00 | 0 | 0 | 0 |
| " " " | " " " " 2 Riverside Dr.,etc. | 0 | 2,608.22 | 0 | 2,608.22 | 2,418.49 | 189.73 |
| Somers Pt. City | Gibbs Ave. | 199.85 | 0 | 199.85 | 0 | 0 | 0 |
| " " " | New Jersey Ave. | 0 | 8,000.00 | 4,000.00 | 4,000.00 | 0 | 4,000.00 |
| Ventnor City | Monmouth Ave. | 0 | 7,500.00 | 0 | 7,500.00 | 7,103.43 | 396.57 |
| Weymouth Twp. | Loretto, Madden & Mathews Aves. | 0 | 2,500.00 | 2,500.00 | 0 | 0 | 0 |
| " " | 12th,13th Aves.,Sec. 2 | 0 | 1,000.00 | 0 | 1,000.00 | 0 | 1,000.00 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 60.56 | 125,265.13 | 125,110.56 | 215.13 | 0 | 215.13 |
| **Bergen** | | | | | | | |
| Cliffside Park Boro | Cecelia Ave., Sec. 2 | 0 | 3,600.00 | 0 | 3,600.00 | 0 | 3,600.00 |
| Cresskill " | Madison Ave. | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| " " | R.R. Ave.,Sec.4 | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| Dumont Boro | Prospect Ave. | 6,800.81 | 0 | 0 | 6,800.81 | 6,800.81 | 0 |
| " " | " " Sec.2 | 0 | 5,400.00 | 0 | 5,400.00 | 0 | 5,400.00 |
| E.Paterson Boro | Blvd., Sec. 2 | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| Fair Lawn " | Midland Ave. | 0 | 4,500.00 | 0 | 4,500.00 | 3,793.80 | 706.20 |
| " " " | Radburn Rd. Ext. | 3,600.00 | 0 | 0 | 3,600.00 | 3,600.00 | 0 |

Schedule #22-B

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Bergen(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Fort Lee Boro | Whiteman St. | $ 0 | $ 3,600.00 | $ 800.00 | $ 2,800.00 | $ 0 | $ 2,800.00 |
| Glen Rock " | Main St. Sec. 2 | 3,547.71 | 0 | 825.09 | 2,722.62 | 2,722.62 | 0 |
| " " " | Radburn Rd. | 0 | 3,600.00 | 0 | 3,600.00 | 0 | 3,600.00 |
| Harrington Park Boro | Lynn St.,Sec.2 | 1,251.41 | 0 | 0 | 1,251.41 | 1,251.41 | 0 |
| Haworth Boro | Madison Ave., Sec.2 | 1,717.26 | 0 | 17.25 | 1,700.01 | 1,700.01 | 0 |
| " " | " " " 3 | 0 | 7,600.00 | 0 | 7,600.00 | 0 | 7,600.00 |
| Hohokus " | Lloyd Rd. (Hollywood to Warren Ave.) | 4,413.18 | 0 | 2,294.64 | 2,118.54 | 2,118.54 | 0 |
| " " | Ridgewood Drive | 0 | 2,294.64 | 0 | 2,294.64 | 0 | 2,294.64 |
| " Twp. | Ridge Road | 5,000.00 | 0 | 2,237.96 | 2,762.04 | 2,762.04 | 0 |
| Little Ferry Boro | Franklin St. | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| Midland Park " | Granite St. | 3,000.00 | 0 | 1,316.26 | 1,683.74 | 1,683.74 | 0 |
| " " " | Greenwood Rd. | 0 | 1,316.26 | 0 | 1,316.26 | 0 | 1,316.26 |
| Norwood Boro | Hudson Ave. Sec. 1 (Paving) | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " | Same Sec. 2(Paving) | 0 | 2,700.00 | 1,000.00 | 1,700.00 | 0 | 1,700.00 |
| Oakland " | E. Oakland Ave. | 2,000.00 | 0 | 0 | 2,000.00 | 0 | 2,000.00 |
| Oradell " | Summit Ave. | 846.41 | 0 | 846.41 | 0 | 0 | 0 |
| Paramus " | Century Rd.(Grading) | 700.00 | 202.57 | 0 | 902.57 | 902.57 | 0 |
| " " | " " (Paving) | 0 | 4,500.00 | 202.57 | 4,297.43 | 3,348.38 | 949.05 |
| " " | Grove St. | 1,500.00 | 0 | 99.10 | 1,400.90 | 1,400.90 | 0 |
| Park Ridge Boro | Mill Lane & Mill Rd. | 3,000.00 | 3,600.00 | 0 | 6,600.00 | 5,061.49 | 1,538.51 |
| " " " | Same Sec. 2 | 0 | 3,600.00 | 3,600.00 | 0 | 0 | 0 |
| Ramsey Boro | Shadyside Rd. | 3,900.00 | 0 | 0 | 3,900.00 | 3,900.00 | 0 |
| " " | " Sec. 2 | 0 | 6,000.00 | 0 | 6,000.00 | 0 | 6,000.00 |
| Ridgefield Boro | Abbott Ave. | 720.00 | 0 | 0 | 720.00 | 720.00 | 0 |
| " " | Oritan " | 3,600.00 | 1,679.83 | 0 | 5,279.83 | 0 | 5,279.83 |
| Ridgewood Village | East Glen Ave. | 0 | 5,400.00 | 1,200.00 | 4,200.00 | 0 | 4,200.00 |
| " " | Boro N. Monroe St. Sec. 3 | 4,800.00 | 0 | 1,086.37 | 3,713.63 | 3,713.63 | 0 |
| Rutherford Boro | Carmita Ave. | 3,900.00 | 0 | 0 | 3,900.00 | 0 | 3,900.00 |
| Saddle River " | Ackerman Ave. | 3,000.00 | 3,000.00 | 0 | 6,000.00 | 0 | 6,000.00 |
| S. Hackensack Twp. | Chestnut Ave. | 3,000.00 | 666.78 | 0 | 3,666.78 | 0 | 3,666.78 |
| Tenafly Boro | Engle St., Sec.2 | 3,000.00 | 0 | 0 | 3,000.00 | 2,473.89 | 526.11 |
| " " | " " " 3 | 3,000.00 | 0 | 0 | 3,000.00 | 3,000.00 | 0 |
| " " | Front St. | 0 | 9,000.00 | 2,000.00 | 7,000.00 | 0 | 7,000.00 |
| " " | Railroad Ave. | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| Waldwick " | Monroe St. | 0 | 1,750.00 | 0 | 1,750.00 | 0 | 1,750.00 |
| Washington Twp. | Ridgewood Rd. Ext. (Glen Ave.) | 3,031.03 | 0 | 3,031.03 | 0 | 0 | 0 |
| " " | Glen Ave. Paving | 0 | 9,031.03 | 1,800.00 | 7,231.03 | 0 | 7,231.03 |

Schedule #22-C

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Bergen(contd.) Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | $ 0 | $ 50,000.00 | $ 0 | $ 50,000.00 | $ 50,000.00 | $ 0 |
| County Balance | 367.65 | 126,183.22 | 125,367.65 | 1,183.22 | 0 | 1,183.22 |
| **Burlington** | | | | | | |
| Bass River Twp. Leektown Rd. | 3,500.00 | 0 | 0 | 3,500.00 | 3,500.00 | 0 |
| " " " W. Greenbush Rd. | 0 | 3,100.00 | 0 | 3,100.00 | 0 | 3,100.00 |
| Beverly City Putnam,Magnolia, Third Sts.,etc. | 0 | 3,600.00 | 0 | 3,600.00 | 0 | 3,600.00 |
| Chester Twp. North Forked Landing Rd. & Coles Ave.(B.S.T.) | 2,150.00 | 0 | 0 | 2,150.00 | 1,872.42 | 277.58 |
| " " Spruce Ave., & East Linwood Ave. | 3,850.00 | 0 | 0 | 3,850.00 | 1,932.88 | 1,917.12 |
| " " Woodlawn Ave. & Center Ave. | 0 | 7,500.00 | 0 | 7,500.00 | 0 | 7,500.00 |
| Chesterfield Twp. Front St. | 2,600.00 | 242.88 | 0 | 2,842.88 | 2,842.88 | 0 |
| " "Old York Rd. Sec. 1 | 0 | 3,600.00 | 0 | 3,600.00 | 0 | 3,600.00 |
| Cinnaminson " Church Rd. | 2,421.15 | 0 | 0 | 2,421.15 | 2,119.18 | 301.97 |
| " "Morgan, Purnell & Melrose Ave. | 160.18 | 0 | 0 | 160.18 | 0 | 160.18 |
| Delanco Twp. Third, Cedar, Ash & Poplar Sts. | 4,000.00 | 294.59 | 302.73 | 3,991.86 | 3,991.86 | 0 |
| " " Union Ave., Cedar St., Delaware Ave.,etc. | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| Delran " Creek Rd. | 0 | 8,900.00 | 0 | 8,900.00 | 0 | 8,900.00 |
| " " Main St., Cambridge (Surf, treatment) | 82.28 | 0 | 82.28 | 0 | 0 | 0 |
| Evesham " Evesboro-Medford Rd. | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| " " Taunton Lakes Rd. Sec. 2 | 4,500.00 | 800.00 | 0 | 5,300.00 | 5,300.00 | 0 |
| Fieldsboro Boro Delaware Ave. & Various sts. | 0 | 1,800.00 | 1,800.00 | 0 | 0 | 0 |
| Florence Twp. Jacksonville Rd. | 150.20 | 0 | 150.20 | 0 | 0 | 0 |
| Hainesport " NewYork,Spruce Aves., etc. | 2,600.00 | 0 | 0 | 2,600.00 | 2,600.00 | 0 |
| " " New Road | 0 | 2,700.00 | 0 | 2,700.00 | 0 | 2,700.00 |
| Lumberton " Fostertown-Colemantown | 5,812.00 | 1,800.00 | 0 | 7,612.00 | 4,944.65 | 2,667.35 |
| " " Mt.Holly-Lumberton Rd. | 0 | 1,800.00 | 1,800.00 | 0 | 0 | 0 |
| " " New Road | 0 | 3,600.00 | 0 | 3,600.00 | 0 | 3,600.00 |
| Mansfield " Mansfield-Georgetown Sec. 1 | 4,000.00 | 3,600.00 | 0 | 7,600.00 | 5,352.42 | 2,247.58 |

Schedule #22-D

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Burlington(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Mansfield Twp. | Mansfield-Georgetown Rd., Sec. 2 | $ 0 | $ 3,600.00 | $ 3,600.00 | $ 0 | $ 0 | $ 0 |
| " " | Railroad Ave. & Mill Lane | 2,985.00 | 0 | 0 | 2,985.00 | 0 | 2,985.00 |
| Medford " | Taunton Lakes Rd. Sec. 2 Ext. | 0 | 1,800.00 | 800.00 | 1,000.00 | 0 | 1,000.00 |
| New Hanover " | Hockamick Rd. Sec. 2 | 0 | 2,700.00 | 2,700.00 | 0 | 0 | 0 |
| " " " | Oak Mount " & Hockamick Rd., Sec. 2 | 5,100.00 | 2,700.00 | 0 | 7,800.00 | 0 | 7,800.00 |
| " " " | Saylor Pond Rd. | 7.83 | 0 | 7.83 | 0 | 0 | 0 |
| North Hanover Twp. | Ellisdale Rd. & Croshaw Rd.(Surf.trt.) | 1,918.39 | 0 | 0 | 1,918.39 | 1,918.39 | 0 |
| " " | Twp. Meany Rd. | 5,850.00 | 0 | 650.28 | 5,199.72 | 5,199.72 | 0 |
| " " | " Paulson Road | 0 | 5,150.28 | 0 | 5,150.28 | 0 | 5,150.28 |
| Palmyra Boro | Spring Garden St. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| Pemberton Twp. | Birmingham-North Pemberton Rd. Sec.2 | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| " " | Hanover Blvd. | 3,600.00 | 0 | 2,000.00 | 1,600.00 | 0 | 1,600.00 |
| " " | New Lisbon-Magnolia Road | 3,600.00 | 2,000.00 | 0 | 5,600.00 | 5,600.00 | 0 |
| Riverside " | Cleveland & New Jersey Aves. | 0 | 3,600.00 | 0 | 3,600.00 | 3,600.00 | 0 |
| Shamong " | Pipers Cor. Rd. | 7,200.00 | 0 | 0 | 7,200.00 | 6,997.70 | 202.30 |
| Springfield " | Columbia-Jobstown & Juliustown-Lewistown | 1,504.55 | 0 | 0 | 1,504.55 | 1,504.55 | 0 |
| " " | Wrightstown Rd. | 4,557.17 | 0 | 0 | 4,557.17 | 4,557.17 | 0 |
| Tabernacle " | Hegerhouse " | 0 | 3,600.00 | 0 | 3,600.00 | 0 | 3,600.00 |
| Washington " | Johnson " | 2,600.00 | 0 | 0 | 2,600.00 | 2,600.00 | 0 |
| " " | Lower Bank & River Rd. | 0 | 3,900.00 | 0 | 3,900.00 | 0 | 3,900.00 |
| Westampton " | New Road | 2,875.93 | 0 | 0 | 2,875.93 | 1,210.93 | 1,665.00 |
| Woodland " | Tabernacle-Chatsworth Sec. 2 | 551.78 | 0 | 0 | 551.78 | 551.78 | 0 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 54.28 | 125,059.85 | 125,054.28 | 59.85 | 0 | 59.85 |
| Camden | | | | | | | |
| Audubon Boro | Hampshire Ave. | 339.96 | 0 | 339.96 | 0 | 0 | 0 |

Schedule #22-E

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Camden (contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Barrington Boro | Wood Ave. | $ 0 | $ 2,000.00 | $ | $ 2,000.00 | $ 0 | $ 2,000.00 |
| Clementon Boro | Garfield Ave., Sec. 2 | 15,840.00 | 2,008.04 | 0 | 17,848.04 | 0 | 17,848.04 |
| " " | Park Blvd. | 462.23 | 0 | 462.23 | 0 | 0 | 0 |
| Collingswood Boro | City Line Ave. & 2nd St. | 7,280.00 | 0 | 0 | 7,280.00 | 0 | 7,280.00 |
| Delaware Twp. | Hampton Rd. & Ext. | 481.20 | 0 | 481.20 | 0 | 0 | 0 |
| Gloucester City | King St. | 0 | 6,750.00 | 0 | 6,750.00 | 0 | 6,750.00 |
| " Twp. | Buffalo Rd. | 0 | 1,260.00 | 0 | 1,260.00 | 0 | 1,260.00 |
| " " | Lower Landing Rd | 2,192.24 | 0 | 0 | 2,192.24 | 728.16 | 1,464.08 |
| Haddon " | Cuthbert Blvd. | 13,500.00 | 0 | 1,313.01 | 12,186.99 | 12,186.99 | 0 |
| Haddonfield Boro | Elm, E.Summit Ave.,Sec. 2,etc. | 8,000.00 | 0 | 0 | 8,000.00 | 0 | 8,000.00 |
| " " | Haddon Ave. | 0 | 9,700.00 | 0 | 9,700.00 | 0 | 9,700.00 |
| Hi-Nella " | Nokomis St., Navajo,Apache Sts. | 519.03 | 0 | 0 | 519.03 | 519.03 | |
| " " | The same (Surf. treatment) | 0 | 450.00 | 0 | 450.00 | 0 | 450.00 |
| Laurel Springs Boro | E. Atlantic Ave. (Storm sewer) | 3,100.00 | 0 | 0 | 3,100.00 | 2,094.53 | 1,005.47 |
| " " " | E. Atlantic Ave. Sec. 2 | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |
| " " " | Various sts. 1938 | 2,708.27 | 0 | 0 | 2,708.27 | 2,132.85 | 575.42 |
| Lindenwald Boro | E. Atlantic Ave., Sec. 1 | 0 | 1,887.00 | 1,887.00 | 0 | 0 | 0 |
| " " | Lake Blvd. | 2,843.45 | 0 | 2,843.45 | 0 | 0 | 0 |
| Magnolia " | E. Atlantic Ave., Sec. 1 | 0 | 11,250.00 | 0 | 11,250.00 | 0 | 11,250.00 |
| " " | Lincoln Ave. | 2,700.00 | 0 | 0 | 2,700.00 | 0 | 2,700.00 |
| Merchantville " | N. Chestnut Ave., Sec. 2 | 4,504.29 | 0 | 4,504.29 | 0 | 0 | 0 |
| " " | Maple Ave., Sec. 2 | 0 | 24,504.29 | 135.73 | 24,368.56 | 15,941.37 | 8,427.19 |
| Oaklyn Boro | Clinton Ave. Underpass | 2,880.00 | 0 | 0 | 2,880.00 | 2,386.13 | 493.87 |
| Pennsauken Twp. | Chestnut Ave. | 16.71 | 0 | 16.71 | 0 | 0 | 0 |
| " " | " " Sec.2 & 47th St. | 11,000.00 | 0 | 171.02 | 10,828.98 | 10,828.98 | 0 |
| " " | Union Ave. | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |

Schedule #22-F

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Camden(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Pine Hill Boro | Woodbine, 5th, 10th & Pine Aves. | $ 869.16 | $ 0 | $ 0 | $ 869.16 | $ 869.16 | $ 0 |
| Somerdale " | Crestwood Ave., etc.(Surf. treatm.) | 363.08 | 0 | 0 | 363.08 | 363.08 | 0 |
| " " | E. Atlantic Ave. | 0 | 8,100.00 | 0 | 8,100.00 | 0 | 8,100.00 |
| Stratford " | " " " Sec. 2 | 3,983.85 | 0 | 1,725.38 | 2,258.47 | 2,258.47 | 0 |
| " " | " " " " 3 | 7,500.00 | 0 | 2,926.93 | 4,573.07 | 4,573.07 | 0 |
| Waterford Twp. | " " & Bartram Aves., Fifth St. (Surf. treatm.) | 388.81 | 0 | 388.81 | 0 | 0 | 0 |
| " " | Earl, Middle Ave.,etc | 2,673.22 | 0 | 1,667.40 | 1,005.82 | 1,005.82 | 0 |
| " " | Tremont Ave. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| Winslow " | Chews Landing Rd. | 6,300.00 | 0 | 0 | 6,300.00 | 2,842.25 | 3,457.75 |
| " " | Old Chews Ldg. Rd. | 0 | 6,000.00 | 0 | 6,000.00 | 0 | 6,000.00 |
| Woodlynne Boro | Front St. | 800.00 | 0 | 18.46 | 781.54 | 781.54 | 0 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 1,107.75 | 126,205.42 | 127,233.17 | 80.00 | 0 | 80.00 |
| **Cape May** | | | | | | | |
| Cape May City | Various sts. 1940 | 0 | 14,000.00 | 0 | 14,000.00 | 14,000.00 | 0 |
| " " Pt. Boro | Central Ave. Pavillion Circle, Ocean Ave.,etc. | 2,000.00 | 0 | 406.54 | 1,593.46 | 1,041.53 | 551.93 |
| Lower Twp. | Cornell St., Coral Rd., etc. | 2,000.00 | 0 | 1,133.07 | 866.93 | 866.93 | 0 |
| Middle " | Pierces Point Rd. | 0 | 1,500.00 | 0 | 1,500.00 | 0 | 1,500.00 |
| " " | Reeds Beach & Shunpike Road | 1,506.76 | 0 | 1,506.76 | 0 | 0 | 0 |
| " " | Second Ave. | 559.10 | 0 | 308.81 | 250.29 | 250.29 | 0 |
| " " | Shell Bed Landing Rd., Sec. 2,3&4 | 341.04 | 0 | 341.04 | 0 | 0 | 0 |
| No.Wildwood City | Var. sts., 1938 | 522.38 | 0 | 522.38 | 0 | 0 | 0 |
| " " | " " " 1940 | 0 | 15,000.00 | 63.88 | 14,936.12 | 14,936.12 | 0 |
| Ocean City | Atlantic Blvd., St.James Pl.,etc. | 0 | 18,257.18 | 0 | 18,257.18 | 18,257.18 | 0 |
| " " | North St., Asbury Rd., Central Rd., & Palen Ave. | 2.27 | 0 | 2.27 | 0 | 0 | 0 |

Schedule #22-C

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Cape May(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31,1940 |
|---|---|---|---|---|---|---|---|
| Sea Isle City | Various sts.(1939) | $ 1.29 | $ 0 | $ 1.29 | $ 0 | $ 0 | $ 0 |
| " " " | 42nd,43rd, 46th Sts. | 0 | 4,500.00 | 0 | 4,500.00 | 4,500.00 | 0 |
| Stone Harbor Boro | Var. sts.(1939) | 3,000.00 | 0 | 13.78 | 2,986.22 | 2,986.22 | 0 |
| " " " | 99th St. | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| West Cape May " | Park Ave., Sec. 2 & Central Ave. | 314.48 | 0 | 314.48 | 0 | 0 | 0 |
| Wildwood City | Atlantic,Pacific, Susquehanna Aves.,etc. | 0 | 16,000.00 | 0 | 16,000.00 | 16,000.00 | 0 |
| " " | Cedar, Beach Ave.,etc. | 2,646.04 | 0 | 0 | 2,646.04 | 2,646.04 | 0 |
| " Crest Boro | Pacific Ave.,West Lane | 0 | 6,083.89 | 0 | 6,083.89 | 6,083.89 | 0 |
| Woodbine " | Franklin St. | 4,000.00 | 0 | 3.84 | 3,996.16 | 3,996.16 | 0 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 222.93 | 125,000.00 | 125,222.93 | 0 | 0 | 0 |
| **Cumberland** | | | | | | | |
| Commercial Twp. | Italy Rd. Ext.,Sec.2 | 0 | 1,176.08 | 0 | 1,176.08 | 0 | 1,176.08 |
| " " | " " " " 3 | 0 | 1,494.30 | 0 | 1,494.30 | 0 | 1,494.30 |
| " " | Joe Newcomb-Yock Wock Rd. | 60.27 | 0 | 0 | 60.27 | 0 | 60.27 |
| " " | Various sts. & roads (1939) | 1,176.08 | 0 | 1,176.08 | 0 | 0 | 0 |
| " " | Robbinsville Rd. | 0 | 3,000.00 | 1,494.30 | 1,505.70 | 1,505.70 | 0 |
| " " | Shropshire Rd. Sec.1 | 0 | 1,800.00 | 0 | 1,800.00 | 0 | 1,800.00 |
| Deerfield " | Cedar St. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " | Maple " | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| " " | Nixon " | 0 | 1,600.00 | 0 | 1,600.00 | 0 | 1,600.00 |
| " " | Rodgers Rd., Sec. 1 | 3,000.00 | 0 | 0 | 3,000.00 | 3,000.00 | 0 |
| " " | " " " 2 | 2,400.00 | 0 | 0 | 2,400.00 | 2,400.00 | 0 |
| " " | Pine St. | 1,260.00 | 0 | 0 | 1,260.00 | 1,260.00 | 0 |
| Downe " | Lore's Mill Rd. | 0 | 4,050.00 | 0 | 4,050.00 | 0 | 4,050.00 |
| " " | Pennsylvania & Bayview Aves. | 0 | 1,080.00 | 0 | 1,080.00 | 0 | 1,080.00 |
| " " | Sand Plant Rd., Sec. 2 | 4,050.00 | 0 | 0 | 4,050.00 | 4,048.83 | 1.17 |
| Fairfield " | Back Neck School House Rd. | 0 | 3,150.00 | 0 | 3,150.00 | 0 | 3,150.00 |
| " " | Lummis Town Rd. | 4,500.00 | 0 | 0 | 4,500.00 | 4,497.98 | 2.02 |
| " " | " " Sec. 2 | 0 | 900.00 | 0 | 900.00 | 899.28 | .72 |
| " " | Mary-Elmer Road | 0 | 4,950.00 | 0 | 4,950.00 | 4,947.08 | 2.92 |

Schedule #22-H

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Cumberland(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Allotted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31,1940 |
|---|---|---|---|---|---|---|---|
| Greenwich Twp. | Bacon's Neck Rd. Sec. 2 | $ 0 | $ 3,150.00 | $ 3,150.00 | $ 0 | $ 0 | $ 0 |
| " " | Miller-Stow Creek Wharf Road | 0 | 3,150.00 | 0 | 3,150.00 | 0 | 3,150.00 |
| " " | Stock " | 3,150.00 | 0 | 0 | 3,150.00 | 3,149.10 | .90 |
| " " | Strathem's Neck Rd. | 3,144.00 | 0 | 0 | 3,144.00 | 3,141.94 | 2.06 |
| Hopewell " | Beal Mill-Seeley Rd. Sec. 2 | 0 | 4,446.00 | 0 | 4,446.00 | 4,410.00 | 36.00 |
| " " | Hopewell-Tumbling Dam Rd. Ext. | 900.63 | 0 | 900.00 | .63 | 0 | .63 |
| " " | Tony Atkinson Rd. | 0 | 2,250.00 | 0 | 2,250.00 | 2,123.77 | 126.23 |
| Landis " | De Shibe Terrace & Various sts. | 0 | 10,000.00 | 10,000.00 | 0 | 0 | 0 |
| " " | East Walnut Rd.,Sec.2 & West Park Ave. | 0 | 11,900.36 | 0 | 11,900.36 | 11,900.36 | 0 |
| " " | Panther Rd. | 1,900.36 | 0 | 1,900.36 | 0 | 0 | 0 |
| Lawrence " | Lummistown-Center Grove Sec. 1 | 0 | 2,467.21 | 0 | 2,467.21 | 0 | 2,467.21 |
| " " | Same " 2 | 0 | 3,600.00 | 0 | 3,600.00 | 0 | 3,600.00 |
| " " | Lummistown-Fairfield | 5,400.00 | 0 | 2,467.21 | 2,932.79 | 2,932.79 | 0 |
| " " | Sayres Neck(Davis Road) | 1.51 | 0 | 0 | 1.51 | 0 | 1.51 |
| " " | Schafer Ave.-Lummis-town Road | 4.32 | 0 | 0 | 4.32 | 0 | 4.32 |
| Maurice Riv. " | Christian Field Rd. | 22.14 | 0 | 0 | 22.14 | 0 | 22.14 |
| " " " | Garrison Rd. | 0 | 1,350.00 | 0 | 1,350.00 | 0 | 1,350.00 |
| " " " | Hesstown Rd.,Sec. 2 | 4,000.00 | 0 | 0 | 4,000.00 | 3,998.76 | 1.24 |
| " " " | " " " 3 | 4,000.00 | 0 | 0 | 4,000.00 | 3,999.92 | .08 |
| " " " | McDonald Ave. " 1 | 0 | 3,200.00 | 0 | 3,200.00 | 3,199.57 | .43 |
| Stow Creek " | Frazier Rd. | 1.49 | 0 | 0 | 1.49 | 0 | 1.49 |
| " " " | Roadstown-Town Hall | 0 | 2,700.00 | 0 | 2,700.00 | 2,697.71 | 2.29 |
| Up. Deerfield " | Boyd Fox Rd., Sec. 2 | 0 | 3,330.00 | 3,330.00 | 0 | 0 | 0 |
| " " " | Husted Sta. Rd. | 0 | 3,150.00 | 0 | 3,150.00 | 0 | 3,150.00 |
| " " " | Park Rd. Ext. | 0 | 3,330.00 | 1,563.57 | 1,766.43 | 1,766.43 | 0 |
| Vineland Boro | Crystal Ave. | 2,070.00 | 0 | 0 | 2,070.00 | 0 | 2,070.00 |
| " " | N.East Ave., S.East Ave., S.Sixth, etc. | 10,800.00 | 0 | 0 | 10,800.00 | 6,879.18 | 3,920.82 |
| " " | Various sts., Park, West Aves.,etc. | 2,146.64 | 0 | 0 | 2,146.64 | 0 | 2,146.64 |
| " " | Plum St. | 0 | 10,000.00 | 0 | 10,000.00 | 0 | 10,000.00 |

Schedule #22-I

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Cumberland(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Vineland Boro | Various sts. (1937) | $ 2,430.00 | $ 0 | $ 0 | $ 2,430.00 | $ 0 | $ 2,430.00 |
| " " | Various sts. 1938 | 1,800.00 | 0 | 0 | 1,800.00 | 0 | 1,800.00 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 0 | 125,000.00 | 120,242.43 | 4,757.57 | 0 | 4,757.57 |
| **Essex** | | | | | | | |
| Belleville Town | Cortlandt St., Sec. 2 | 0 | 1,039.50 | 0 | 1,039.50 | 1,039.50 | 0 |
| " " | Greylock Parkway | 9,000.00 | 0 | 0 | 9,000.00 | 0 | 9,000.00 |
| Bloomfield " | Glenwood Ave. & Prospect St. | 0 | 9,800.00 | 0 | 9,800.00 | 0 | 9,800.00 |
| Caldwell Twp. | New Dutch Lane | 0 | 38,854.76 | 0 | 38,854.76 | 0 | 38,854.76* |
| " Boro | Prospect St. | 9,000.00 | 0 | 0 | 9,000.00 | 0 | 9,000.00 |
| Cedar Grove Twp. | Bortic Rd. | 463.89 | 0 | 463.89 | 0 | 0 | 0 |
| " " " | Ozone Ave. | 95.48 | 0 | 95.48 | 0 | 0 | 0 |
| " " " | " " Sec. 2 | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |
| " " " | Young Ave. | 9,000.00 | 0 | 9,000.00 | 0 | 0 | 0 |
| Essex Fells Boro | Argule Rd., Rensselaer Rd. | 6,300.00 | 0 | 0 | 6,300.00 | 6,154.95 | 145.05 |
| " " " | " " Oldchester, Fells Rds. | 0 | 6,000.00 | 0 | 6,000.00 | 0 | 6,000.00 |
| " " " | Wootton Rd., Oak Lane, Chestnut Lane | 394.13 | 0 | 394.13 | 0 | 0 | 0 |
| Irvington Town | Argyle Terrace | 1,398.48 | 0 | 1,398.48 | 0 | 0 | 0 |
| " " | Chester & Mt. Vernon Aves. | 169.85 | 0 | 169.85 | 0 | 0 | 0 |
| " " | Myrtle Ave. | 9,000.00 | 0 | 2,681.51 | 6,318.49 | 6,318.49 | 0 |
| " " | " " Sec. 2 | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |
| " " | Orange " | 8,030.80 | 0 | 8,030.80 | 0 | 0 | 0 |
| " " | Woolsey St. | 251.73 | 0 | 251.73 | 0 | 0 | 0 |
| " " | " " Sec. 2 | 1,000.00 | 0 | 0 | 1,000.00 | 0 | 1,000.00 |
| Livingston Twp. | Sycamore Ave. | 9,000.00 | 0 | 0 | 9,000.00 | 0 | 9,000.00 |
| Maplewood " | Burnett " | 475.35 | 0 | 475.35 | 0 | 0 | 0 |
| " " | " " (Widening) | 3,748.21 | 0 | 3,748.21 | 0 | 0 | 0 |
| " " | " " Sec. 2 | 7,200.00 | 3,748.21 | 0 | 10,948.21 | 0 | 10,948.21 |
| Millburn " | Chatham Rd. | 3,127.37 | 0 | 3,127.37 | 0 | 0 | 0 |

* See Twp. & Boro Aid Maintenance Statement for Additional Funds.

Schedule #22-J

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Essex(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31,1940 |
|---|---|---|---|---|---|---|---|
| | | $ | $ | $ | $ | $ | $ |
| Millburn Twp. | Farley Rd. | 4,745.04 | 0 | 4,745.04 | 0 | 0 | 0 |
| " " | Hobart Ave. | 0 | 17,872.41 | 0 | 17,872.41 | 0 | 17,872.41 |
| Montclair Town | Claremont " | 21,000.00 | 0 | 0 | 21,000.00 | 0 | 21,000.00 |
| N.Caldwell Boro | Grandview Place | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| Nutley Town | San Antonio Ave., Frank, Harrison Sts. | 0 | 8,500.00 | 0 | 8,500.00 | 7,272.56 | 1,227.44 |
| So. Orange Village | Scotland Road (Materials) | 511.80 | 0 | 511.80 | 0 | 0 | 0 |
| " " " | Vose Ave. | 321.11 | 0 | 321.11 | 0 | 0 | 0 |
| Verona Boro | Sunset Ave. | 8,354.74 | 0 | 8,354.74 | 0 | 0 | 0 |
| W. Caldwell Boro | Grover Lane | 2,982.60 | 0 | 254.21 | 2,728.39 | 2,728.39 | 0 |
| " " " | Harding Rd. | 13.31 | 0 | 13.31 | 0 | 0 | 0 |
| " " " | Hillside Ave.- Waverly Place,etc. | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |
| " " " | Park St. (East) | 0 | 1,432.36 | 0 | 1,432.36 | 1,349.36 | 83.00 |
| " " " | Pleasant Ave. | 4,500.00 | 0 | 4,500.00 | 0 | 0 | 0 |
| " " " | Sanderson, Crane, Gates Aves. | 1,432.36 | 0 | 1,432.36 | 0 | 0 | 0 |
| W. Orange Town | Harrison Ave. | 0 | 7,200.00 | 0 | 7,200.00 | 0 | 7,200.00 |
| " " " | Longview St. & Lindsley Ave. | 594.62 | 0 | 594.62 | 0 | 0 | 0 |
| Maint. & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 383.25 | 125,358.98 | 125,742.23 | 0 | 0 | 0 |
| **Gloucester** | | | | | | | |
| Clayton Boro | Center St. | 0 | 8,032.15 | 0 | 8,032.15 | 0 | 8,032.15 |
| Deptford Twp. | Bank Bridge Rd. | 0 | 5,500.00 | 1,900.00 | 3,600.00 | 3,600.00 | 0 |
| " " | " " " Sec. 2 | 0 | 1,900.00 | 0 | 1,900.00 | 1,900.00 | 0 |
| " " | Cattell Rd. | 140.56 | 0 | 140.56 | 0 | 0 | 0 |
| " " | Fairview-Sewell Rd. | 60.59 | 0 | 60.59 | 0 | 0 | 0 |
| E. Greenwich Twp. | Harmony Rd. | 0 | 6,000.00 | 2,000.00 | 4,000.00 | 4,000.00 | 0 |
| " " " | " " Sec. 2 | 0 | 2,000.00 | 0 | 2,000.00 | 1,948.01 | 51.99 |
| " " " | Tomlin Sta. Rd. | 16.30 | 0 | 16.30 | 0 | 0 | 0 |
| Elk Twp. | Mullica Hill Rd. | 0 | 2,500.00 | 0 | 2,500.00 | 2,499.75 | .25 |
| " " | Silver Lake " Sec. 2 | 44.28 | 0 | 44.28 | 0 | 0 | 0 |
| Franklin Twp. | Stanton Ave. | 0 | 4,000.00 | 0 | 4,000.00 | 3,937.68 | 62.32 |
| " " | Tuckahoe Rd. (B.S.T.) | 2,790.00 | 0 | 94.45 | 2,695.55 | 2,695.55 | 0 |
| " " | Victoria Ave. Sec. 3 | 1,010.00 | 0 | 0 | 1,010.00 | 1,010.00 | 0 |
| Glassboro Boro | Deptford,Lehigh St., etc. | 3,330.00 | 0 | .14 | 3,329.86 | 3,329.86 | 0 |

Schedule #22-K

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Gloucester(contd.) | | | | | | | |
| Glassboro Boro | Hamilton, Reading, Liberty & Yale Sts. | $ 2,670.00 | $ 0 | $ .01 | $ 2,669.99 | $ 2,669.99 | $ 0 |
| " " | Various rds. 1938 | 1,053.12 | 0 | 1,053.12 | 0 | 0 | 0 |
| " " | " sts. 1940 | 0 | 6,000.00 | 0 | 6,000.00 | 3,780.00 | 2,220.00 |
| Greenwich Twp. | R.R. Ave., Walnut, Pine St.,etc. | 184.01 | 0 | 184.01 | 0 | 0 | 0 |
| " " | Repauco Ave. | 9,000.00 | 0 | 761.02 | 8,238.98 | 8,238.98 | 0 |
| " " | Thompson, High, Centre St., etc. | 68.36 | 0 | 68.36 | 0 | 0 | 0 |
| " " | Tomlin Sta., Sec. 3 | 1.15 | 0 | 1.15 | 0 | 0 | 0 |
| " " | " " " 4 | 65.89 | 0 | 65.89 | 0 | 0 | 0 |
| " " | Various sts. 1940 | 0 | 4,500.00 | 0 | 4,500.00 | 4,496.15 | 3.85 |
| Harrison Twp. | Back Creek Rd., Sec.1 | 0 | 4,300.00 | 0 | 4,300.00 | 0 | 4,300.00 |
| " " | Break Neck " | 0 | 2,000.00 | .29 | 1,999.71 | 1,999.71 | 0 |
| " " | High St., Sec. 1 | .18 | 0 | .18 | 0 | 0 | 0 |
| " " | " " " 2 | 54.09 | 0 | 54.09 | 0 | 0 | 0 |
| " " | " " " 3 | 10.23 | 0 | 10.23 | 0 | 0 | 0 |
| Logan " | Floodgate Rd., Pedricktown-Bridgeport,Sec.2,etc. | 0 | 950.00 | 0 | 950.00 | 868.42 | 81.58 |
| " " | Mechanic St.-Station Ave. | 0 | 5,000.00 | 5,000.00 | 0 | 0 | 0 |
| " " | Pedricktown-Bridgeton Sec. 2 | 2,500.00 | 0 | .20 | 2,499.80 | 2,499.80 | 0 |
| " " | South Bridgeport Rd. | 27.43 | 0 | 27.43 | 0 | 0 | 0 |
| " " | Springer St.-Stumph Rd., Sta. Ave. | 0 | 4,050.00 | 0 | 4,050.00 | 4,050.00 | 0 |
| " " | Stone Meeting House Road | 5,000.00 | 0 | 13.14 | 4,986.86 | 4,986.86 | 0 |
| Mantua " | Breakneck Rd. | 5,000.00 | 0 | 0 | 5,000.00 | 5,000.00 | 0 |
| " " | " " Sec. 2 | 3,000.00 | 0 | 0 | 3,000.00 | 3,000.00 | 0 |
| " " | Carpenters Landing Rd.(Gravel & B.S.T.) | 0 | 2,700.00 | 0 | 2,700.00 | 2,700.00 | 0 |
| " " | Heritage Rd. (Gravel & B.S.T.) | 0 | 4,000.00 | 0 | 4,000.00 | 3,977.75 | 22.25 |
| " " | Jessup Rd. | 39.22 | 0 | 39.22 | 0 | 0 | 0 |
| " " | Knights Run Rd. | 7.20 | 0 | 7.20 | 0 | 0 | 0 |
| " " | " " Sec. 3 | .96 | 0 | .96 | 0 | 0 | 0 |
| Monroe " | Broad Lane Rd. & Winslow Rd., Sec. 2 (S.C.O.) | 0 | 1,512.00 | 0 | 1,512.00 | 1,512.00 | 0 |

Schedule #22-L

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Gloucester(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Cancelled for Re-allotment | T o t a l | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31,1940 |
|---|---|---|---|---|---|---|---|
| Monroe Twp. | Lake Rd.,Sec.1&2, etc. (B.S.T.) | $ 1,530.00 | $ 0 | $ 59.60 | $ 1,470.40 | $ 1,470.40 | $ 0 |
| " " | Walnut St., Linwood Ave.etc. (In Williamstown) | 245.63 | 0 | 245.63 | 0 | 0 | 0 |
| " " | Various sts. 1939 (Williamstown) | 1,800.00 | 0 | 5.17 | 1,794.83 | 1,794.83 | 0 |
| " " | Various sts. 1940 (Williamstown) | 0 | 4,400.00 | 0 | 4,400.00 | 4,400.00 | 0 |
| " " | R. R. Ave., Academy St., etc. | 0 | 1,890.00 | 0 | 1,890.00 | 1,890.00 | 0 |
| " " | Winslow Rd., Sec. 2 | 3.94 | 0 | 3.94 | 0 | 0 | 0 |
| " " | " " " 3 | 0 | 4,500.00 | 3,402.00 | 1,098.00 | 1,098.00 | 0 |
| Natl. Park Boro | Asbury Ave. | 0 | 2,500.00 | 0 | 2,500.00 | 2,498.25 | 1.75 |
| " " " | Various sts. 1939 Columbia Blvd., & Second St. | 292.49 | 0 | 292.49 | 0 | 0 | 0 |
| Newfield Boro | Various sts. Rosemont Ave.,etc. | 0 | 3,000.00 | 0 | 3,000.00 | 3,000.00 | 0 |
| Paulsboro " | Beacon, Nassau, Lincoln & DuPont Ave. | 0 | 3,500.00 | 0 | 3,500.00 | 3,417.45 | 82.55 |
| " " | Fifth St. | 0 | 7,500.00 | 5,899.40 | 1,600.60 | 0 | 1,600.60 |
| " " | Riverview Ave. & Clonmell Rd. | 0 | 2,399.40 | 0 | 2,399.40 | 2,086.61 | 312.79 |
| Pitman Boro | Knights Run Rd., Sec. 1 | .14 | 0 | .14 | 0 | 0 | 0 |
| " " | Various sts. 1940 West, South Aves.,etc. | 0 | 8,000.00 | 0 | 8,000.00 | 7,763.08 | 236.92 |
| So.Harrison Twp. | Crispin Rd. | 0 | 4,798.00 | 0 | 4,798.00 | 0 | 4,798.00 |
| " " " | Richwood & Harrisonville Rd. | 4,479.40 | 0 | 69.65 | 4,409.75 | 4,409.75 | 0 |
| " " " | Same Sec. 1 (Surf. treatment) | 0 | 702.00 | 0 | 702.00 | 0 | 702.00 |
| " " " | Richwood-Harrisonville Sec. 2 | 0 | 3,000.00 | 3,000.00 | 0 | 0 | 0 |
| " " " | Swedesboro-Harrisonville Sec. 2 | .23 | 0 | .23 | 0 | 0 | 0 |
| " " " | Same Sec. 1 & 2 (Surf. treatment) | 1,020.60 | 0 | 0 | 1,020.60 | 1,020.60 | 0 |
| Swedesboro Boro | Second St. | 44.64 | 0 | 44.64 | 0 | 0 | 0 |

Schedule "22-M

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Gloucester(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Allotted 1 9 4 0 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Swedesboro Boro | Various sts. (1936) | | | | | | |
| | E. Ave.-Park Ave., Hanneman Ave.,etc. | $ 660.52 | $ 0 | $ 660.52 | $ 0 | $ 0 | $ 0 |
| " " | Various sts. 1939 | 415.49 | 0 | 415.49 | 0 | 0 | 0 |
| Washington Twp. | E. Holly Ave. | 4,000.00 | 0 | 0 | 4,000.00 | 4,000.00 | 0 |
| " " | Fish Pond Rd. | 1,789.86 | 0 | 0 | 1,789.86 | 1,789.86 | 0 |
| " " | Green Tree Road from Glassboro Line to Black Horse Pike | 67.08 | 0 | 67.08 | 0 | 0 | 0 |
| " " | Salina Rd. & Salina-Cross Keys Rd. | 0 | 5,000.00 | 4,050.00 | 950.00 | 0 | 950.00 |
| " " | Park, Lake & Central Aves. | 2,500.00 | 0 | 0 | 2,500.00 | 0 | 2,500.00 |
| " " | Fish Pond Rd., John Irvin Rd., etc. | 0 | 4,050.00 | 0 | 4,050.00 | 0 | 4,050.00 |
| Wenonah Boro | So. West Ave., S.E. Ave.,S.Marion St. | 0 | 4,000.00 | 98.98 | 3,901.02 | 3,901.02 | 0 |
| " " | The Same (Surf. treatment) | 0 | 585.00 | 0 | 585.00 | 0 | 585.00 |
| " " | Various sts. 1939 North West Ave.,etc. | 196.55 | 0 | 0 | 196.55 | 0 | 196.55 |
| " " | West Poplar St. (Storm Sewer) | 35.16 | 0 | 35.16 | 0 | 0 | 0 |
| W.Deptford Twp. | Brewer & Dubois Ave. | 543.41 | 0 | 0 | 543.41 | 458.63 | 84.78 |
| " " " | Elbourne Ave., Lafayette Ave.,etc. | 0 | 4,700.00 | 0 | 4,700.00 | 0 | 4,700.00 |
| " " " | Fowler Road | .54 | 0 | .54 | 0 | 0 | 0 |
| " " " | Francis Ave. | 0 | 1,350.00 | 1,350.00 | 0 | 0 | 0 |
| " " " | Jessup Rd.,Sec.3 | 4,000.00 | 0 | .35 | 3,999.65 | 3,999.65 | 0 |
| " " " | Milton Ave. | 2,500.00 | 0 | 0 | 2,500.00 | 1,035.76 | 1,464.24 |
| " " " | River Rd. | 51.08 | 0 | 51.08 | 0 | 0 | 0 |
| " " " | " " Sec. 2 | .85 | 0 | .85 | 0 | 0 | 0 |
| " " " | Tantum Ave. | 0 | 900.00 | 900.00 | 0 | 0 | 0 |
| " " " | Woodland Ave. | 0 | 450.00 | 450.00 | 0 | 0 | 0 |
| Westville Boro | Various sts. 1940 | 0 | 4,000.00 | 0 | 4,000.00 | 3,401.60 | 598.40 |
| Woodbury City | Cooper St. | 0 | 8,100.00 | 0 | 8,100.00 | 0 | 8,100.00 |
| " " | Tatum St. | 1,690.00 | 0 | 0 | 1,690.00 | 0 | 1,690.00 |
| " " | Various sts. 1940 | 0 | 9,000.00 | 8,100.00 | 900.00 | 0 | 900.00 |
| " Heights Boro | Chestnut, Fair-view,Clearview,etc. | 1,110.00 | 0 | 176.34 | 933.66 | 933.66 | 0 |

Schedule "22-N

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Gloucester(contd.) | | | | | | | |
| Woodbury Heights Boro | Glenwood Avenue | $ 2,790.00 | $ 0 | $ 0 | $ 2,790.00 | $ 2,790.00 | $ 0 |
| " " | " Grandview " | 0 | 3,000.00 | 3,000.00 | 0 | 0 | 0 |
| " " | " Lake St., Sec.2 & Sunset St. | 3,600.00 | 0 | 0 | 3,600.00 | 3,600.00 | 0 |
| " " | " Academy, Candidus, Asam Ave.,etc. (Surf. treatm.) | 400.00 | 0 | 0 | 400.00 | 386.44 | 13.56 |
| " " | Boro Wilson & Redwood | 0 | 2,100.00 | 0 | 2,100.00 | 2,100.00 | 0 |
| " " | " Woodland, Chestnut Ave.,etc. | 0 | 1,400.00 | 0 | 1,400.00 | 1,003.64 | 396.36 |
| Woolwich Twp. | Harrisonville Sta. Rd., Sec. 1 | 0 | 3,900.00 | 0 | 3,900.00 | 0 | 3,900.00 |
| " " | Moravian Church Rd., Sec. 1 | .18 | 0 | .18 | 0 | 0 | 0 |
| " " | Same " 2 | .05 | 0 | .05 | 0 | 0 | 0 |
| " " | " " 3 | .18 | 0 | .18 | 0 | 0 | 0 |
| " " | Pedricktown & Harrisonville Sec. 2 | .93 | 0 | .93 | 0 | 0 | 0 |
| " " | Swedesboro-Bridgeport | .34 | 0 | .34 | 0 | 0 | 0 |
| " " | " " Sec. 2 | .92 | 0 | .92 | 0 | 0 | 0 |
| " " | Warrington Mill Rd. | 0 | 4,500.00 | 0 | 4,500.00 | 4,499.64 | .36 |
| County Balance | | 381.93 | 126,298.60 | 125,542.45 | 1,138.08 | 0 | 1,138.08 |
| Hudson | | | | | | | |
| Guttenberg Town | 26th Street | 0 | 15,000.00 | 0 | 15,000.00 | 6,499.85 | 8,500.15 |
| North Bergen Twp. | Broadway | 0 | 35,000.00 | 0 | 35,000.00 | 0 | 35,000.00 |
| " " " | 33rd Street | 187.14 | 0 | 187.14 | 0 | 0 | 0 |
| Secaucus Town | Center Ave. | 0 | 47,960.88 | 0 | 47,960.88 | 38,486.12 | 9,474.76* |
| " " | Franklin St. | 10,000.00 | 0 | 436.83 | 9,563.17 | 9,563.17 | 0 |
| " " | Hudson Ave. | 6,866.86 | 0 | 250.89 | 6,615.97 | 6,615.97 | 0 |
| " " | Humboldt St. | 6,963.69 | 0 | 736.12 | 6,227.57 | 6,227.57 | 0 |
| " " | Irving St. | 11,500.00 | 0 | 0 | 11,500.00 | 10,078.01 | 1,421.99 |
| Weehawken Twp. | Hackensack Plank Road | 56,553.42 | 10,932.22 | 1,321.91 | 66,163.73 | 66,163.73 | 0 |
| " " | The Same (Relocation of Water Mains) | 0 | 1,071.55 | 0 | 1,071.55 | 1,071.55 | 0 |
| " " | Park Ave., Sec. 2 | 0 | 10,000.00 | 0 | 10,000.00 | 0 | 10,000.00 |
| " " | Willow Ave. | 10,624.59 | 0 | 4,346.84 | 6,277.75 | 6,277.75 | 0 |

* See Twp. & Boro Aid Maintenance Statement for Additional Funds.

Schedule #22-0

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Hudson(contd.) | | | | | | | |
| Weehawken Twp. | Eighteenth Street | $ 297.09 | $ 0 | $ 297.09 | $ 0 | $ 0 | $ 0 |
| West New York Town | Bergenline Ave. Sec. 2 | 1,803.78 | 0 | 1,803.78 | 0 | 0 | 0 |
| " " " " | Hudson Ave., Sec. 2 | 30,000.00 | 601.63 | 0 | 30,601.63 | 30,601.63 | 0 |
| " " " " | 16th St. | 485.68 | 0 | 485.68 | 0 | 0 | 0 |
| " " " " | " " Sec. 2 | 0 | 27,000.00 | 0 | 27,000.00 | 18,648.96 | 8,351.04 |
| County Balance | | 12,700.00 | 125,000.00 | 137,700.00 | 0 | 0 | 0 |
| Hunterdon | | | | | | | |
| Alexandria Twp. | Bloomsbury-Pittstown Sec.2 | 7,500.00 | 0 | 287.87 | 7,212.13 | 7,212.13 | 0 |
| " " | Same " 3 | 0 | 5,287.87 | 0 | 5,287.87 | 5,240.56 | 47.31 |
| Bloomsbury Boro | Church St. Ext. | 0 | 1,000.00 | 0 | 1,000.00 | 0 | 1,000.00 |
| Clinton Twp. | Allerton-Hamden Sec. 2 | 692.66 | 0 | 692.66 | 0 | 0 | 0 |
| " " | Annandale-High Bridge | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |
| " " | Cokesbury-Califon | 0 | 4,000.00 | 0 | 4,000.00 | 0 | 4,000.00 |
| Delaware " | Ringoes-Croton Sec.2 | 43.91 | 0 | 43.91 | 0 | 0 | 0 |
| " " | " " " 3 | 0 | 4,750.00 | 0 | 4,750.00 | 3,462.84 | 1,287.16 |
| Franklin " | Flemington-Pittstown | 16,500.00 | 0 | *16,500.00 | 0 | 0 | 0 |
| Glen Gardner Boro | Glen Gardner-Wood Glen Sec. 3 | 900.00 | 0 | 364.29 | 535.71 | 535.71 | 0. |
| Holland Twp. | Spring Mills-Holland Church Sec. 4 | 8,134.58 | 270.00 | 0 | 8,404.58 | 7,334.58 | 1,070.00 |
| Kingwood " | Kingwood-Byram Sec. 3 | 103.52 | 0 | 0 | 103.52 | 0 | 103.52 |
| " " | Same " 4 | 6.51 | 0 | 6.51 | 0 | 0 | 0 |
| " " | " " 5 | 0 | 9,500.00 | 0 | 9,500.00 | 0 | 9,500.00 |
| Lebanon " | Glen Gardner-Wood Glen Sec. 2 | 165.28 | 0 | 165.28 | 0 | 0 | 0 |
| " " | Same " 3 | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |
| Raritan " | Ringoes-Croton Sec. 2 | 43.91 | 0 | 43.91 | 0 | 0 | 0 |
| " " | " " " 3 | 0 | 4,750.00 | 0 | 4,750.00 | 3,462.84 | 1,287.16 |
| Readington " | Pleasant Run-Centerville | 98.61 | 0 | 98.61 | 0 | 0 | 0 |
| Tewksbury " | Oldwick-Fairmount Sec. 6 | 42.75 | 0 | 42.75 | 0 | 0 | 0 |

* Transferred to Secondary & Feeder Rds. Federal Aid

Schedule #22-P

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Hunterdon(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Tewksbury Twp. | Oldwick-Fairmount Rd., Sec. 7 | $ 0 | $ 15,874.06 | $ 0 | $ 15,874.06 | $ 15,874.06 | $ 0 |
| Union Twp. | Perryville-Mechlins Cor. | 0 | 4,500.00 | 0 | 4,500.00 | 4,500.00 | 0 |
| " " | Clinton-Tunison's Corner, Sec. 2 | 0 | 9,500.00 | 0 | 9,500.00 | 0 | 9,500.00 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 686.14 | 125,094.29 | 125,780.43 | 0 | 0 | 0 |
| **Mercer** | | | | | | | |
| East Windsor Twp. | Cranbury Crossroad | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " " | Etra-Cedarville | 648.94 | 0 | 648.94 | 0 | 0 | 0 |
| " " " | " -Monmouth Co. Line | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| Ewing Twp. | Wilburtha Rd. | 9,000.00 | 9,000.00 | 0 | 18,000.00 | 0 | 18,000.00 |
| Hamilton Twp. | Yardville-Hamilton Sq. Sec. 6 | 6,300.00 | 0 | 0 | 6,300.00 | 6,073.88 | 226.12 |
| Hightstown Boro | Maxwell Ave. & Grant Ave. | 3,600.00 | 0 | 0 | 3,600.00 | 0 | 3,600.00 |
| " " | The Same Sec. 2 | 0 | 4,000.00 | 0 | 4,000.00 | 0 | 4,000.00 |
| Hopewell " | Model Ave. | 4,365.27 | 0 | 2,479.44 | 1,885.83 | 1,885.83 | 0 |
| " " | " " Sec. 2 | 0 | 7,479.44 | 0 | 7,479.44 | 0 | 7,479.44 |
| " " | R. R. Place, Sec. 2 | 2,502.67 | 0 | 882.12 | 1,620.55 | 1,620.55 | 0 |
| " Twp. | Hopewell-Nertsville Sec. 2 | 7,124.53 | 0 | 356.35 | 6,768.18 | 6,768.18 | 0 |
| " " | Same " 3 | 0 | 11,200.00 | 0 | 11,200.00 | 3,035.07 | 8,164.93 |
| " " | Moore's Sta.-Acker's Cor. Sec.2&3 | 6,079.77 | 0 | 1,226.62 | 4,853.15 | 4,853.15 | 0 |
| Lawrence Twp. | Princeton Tpk. Sec. 2 | 9,000.00 | 0 | 0 | 9,000.00 | 9,000.00 | 0 |
| " " | Same " 3 | 0 | 10,000.00 | 0 | 10,000.00 | 0 | 10,000.00 |
| Pennington Boro | Academy St. & Brookside Ave. | 0 | 6,705.19 | 0 | 6,705.19 | 6,705.19 | 0 |
| " " | Burd St. Sec. 2 & Hedding Ave. | 5,652.92 | 0 | 1,305.19 | 4,347.73 | 4,347.73 | 0 |
| Princeton Twp. | Quaker Rd. Sec. 5 & Princeton Pike | 2,864.16 | 0 | 542.11 | 2,322.05 | 2,322.05 | 0 |

Schedule #22-Q

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Mercer (contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Princeton Twp. | Princeton Pike Sec. 2 | $ 0 | $ 9,742.11 | $ 0 | $ 9,742.11 | $ 0 | $ 9,742.11 |
| " Boro | Various sts. 1939 | 6,000.00 | 0 | 0 | 6,000.00 | 6,000.00 | 0 |
| " " | Green, Quarry, MacLean Sts.,etc. | 0 | 7,000.00 | 0 | 7,000.00 | 0 | 7,000.00 |
| Washington Twp. | Robbinsville-Sharon Sec. 6 | 4,522.00 | 0 | 321.93 | 4,200.07 | 4,200.07 | 0 |
| " " | Same Sec. 7 | 0 | 6,787.02 | 0 | 6,787.02 | 0 | 6,787.02 |
| West Windsor " | Reed-Dey Road | 2,157.40 | 0 | 0 | 2,157.40 | 0 | 2,157.40 |
| " " " | Alexander " | 0 | 7,200.00 | 0 | 7,200.00 | 0 | 7,200.00 |
| " " " | Varsity Ave. & Wilder " | 6,300.00 | 648.94 | 0 | 6,948.94 | 3,260.35 | 3,688.59 |
| Maintenance & Repairs of Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| Cash Balance | | 0 | 125,000.00 | 125,000.00 | 0 | 0 | 0 |
| **Middlesex** | | | | | | | |
| Carteret Boro | Romanowski & Herman Aves. | 8,500.00 | 0 | 0 | 8,500.00 | 5,015.93 | 3,484.07 |
| Cranbury Twp. | Wyckoff's Mills Road | 6,300.00 | 3,600.00 | 0 | 9,900.00 | 0 | 9,900.00 |
| Dunellen Boro | Prospect Ave. Sec. 2 | 8,751.70 | 2,000.00 | 0 | 10,751.70 | 9,941.41 | 810.29 |
| E. Brunswick Twp. | Rhode Hall Rd. | 1,187.54 | 0 | 0 | 1,187.54 | 0 | 1,187.54 |
| " " " | " " " Sec. 2 | 4,059.97 | 0 | 0 | 4,059.97 | 1,441.55 | 2,618.42 |
| Middlesex Boro | Greenbrook Rd. | 2,072.86 | 0 | 2,072.86 | 0 | 0 | 0 |
| " " | Mountain Ave. | 5,000.00 | 514.60 | 0 | 5,514.60 | 5,514.60 | 0 |
| " " | " " Sec. 2 Aubry Place,etc. | 0 | 17,000.00 | 0 | 17,000.00 | 0 | 17,000.00 |
| Monroe Twp. | Union Valley-Applegarth | 7,200.00 | 1,759.66 | 0 | 8,959.66 | 0 | 8,959.66 |
| " " | Union Valley-Gravel Hill Road | 1,759.66 | 0 | 1,759.66 | 0 | 0 | 0 |
| Piscataway Twp. | West Fourth St. | 0 | 10,207.51 | 0 | 10,207.51 | 10,207.51 | 0 |
| Plainsboro " | Dey Rd., Sec.2&3 | 973.86 | 0 | 0 | 973.86 | 0 | 973.86 |
| " " | " " " 4 & Scott's Cor.-Monmouth Jct. Road | 0 | 13,000.00 | 0 | 13,000.00 | 2,583.90 | 10,416.10 |
| " " | Scott's Corner-Monmouth Jct. Road | 0 | 4,000.00 | 4,000.00 | 0 | 0 | 0 |

Schedule #22-R

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Middlesex(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31,1940 |
|---|---|---|---|---|---|---|---|
| Raritan Twp. | Evergreen Avenue | $ 2,151.95 | $ 0 | $ 2,151.95 | $ 0 | $ 0 | $ 0 |
| Sayreville Boro | Deerfield Rd. | 0 | 12,400.00 | 0 | 12,400.00 | 0 | 12,400.00 |
| " " | Sandfield Rd., Sec. 3 | 11,594.44 | 0 | 0 | 11,594.44 | 10,821.69 | 772.75 |
| S. Brunswick Twp. | Cottageville-Fresh Ponds Rd. Sec. 3 | 9,000.00 | 0 | 0 | 9,000.00 | 0 | 9,000.00 |
| " " " | New Road | 4.91 | 0 | 0 | 4.91 | 0 | 4.91 |
| " " " | " " (South) Sec. 2 | 0 | 15,000.00 | 0 | 15,000.00 | 0 | 15,000.00 |
| S. Plainfield Boro | Sampton Ave. | 3,400.20 | 0 | 0 | 3,400.20 | 3,400.20 | 0 |
| Maintenance & Repairs of Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 151.44 | 126,324.81 | 120,822.11 | 5,654.14 | 0 | 5,654.14 |
| **Monmouth** | | | | | | | |
| Atlantic Twp. | Jerseyville Rd. | 2,600.00 | 0 | 0 | 2,600.00 | 2,600.00 | 0 |
| " " | Montrose " | 0 | 2,600.00 | 0 | 2,600.00 | 0 | 2,600.00 |
| Atlantic Highlands Boro | E.Highland Ave. | 0 | 1,500.00 | 0 | 1,500.00 | 0 | 1,500.00 |
| Avon-by-the-Sea " | Fifth Ave. | 0 | 1,500.00 | 0 | 1,500.00 | 0 | 1,500.00 |
| " " " " | Garfield Ave. | 231.49 | 0 | 231.49 | 0 | 0 | 0 |
| " " " " | Lincoln, Norwood & Jefferson Aves. | 2,000.00 | 0 | 0 | 2,000.00 | 2,000.00 | 0 |
| Belmar Boro | 2nd, 4th, 14th, 15th Aves. | 901.14 | 0 | 901.14 | 0 | 0 | 0 |
| " " | Various sts. 1939 | 5,000.00 | 901.14 | 0 | 5,901.14 | 0 | 5,901.14 |
| " " | " " 1940 | 0 | 5,000.00 | 0 | 5,000.00 | 0 | 5,000.00 |
| Bradley Beach Boro | Fifth Ave. | .01 | 0 | .01 | 0 | 0 | 0 |
| " " " | Various sts. 1939 | 4,000.00 | 0 | 0 | 4,000.00 | 4,000.00 | 0 |
| " " " | Madison, Central Aves. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| Brielle Boro | Various roads -Woodland, Crescent Ave., etc. | 307.27 | 0 | 307.27 | 0 | 0 | 0 |
| " " | Rankin, Schoolhouse Rds., Leslie Ave. | 2,000.00 | 0 | 0 | 2,000.00 | 2,000.00 | 0 |

Schedule #22-S

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Monmouth(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Brielle Boro | School House Rd.,Sec. 2- North of Rt. #35 | $ 0 | $ 2,307.27 | $ 0 | $ 2,307.27 | $ 2,307.27 | $ 0 |
| " " | Various sts. 1940 | 0 | 2,000.00 | 2,000.00 | 0 | 0 | 0 |
| Deal " | Norwood Drive | 99.31 | 0 | 99.31 | 0 | 0 | 0 |
| " " | Roosevelt Ave. Surf. treat. | 521.21 | 0 | 0 | 521.21 | 0 | 521.21 |
| Eatontown " | Reynolds Drive | 3,000.00 | 0 | 169.63 | 2,830.37 | 2,830.37 | 0 |
| " " | " " (Surf. treatm.) | 0 | 1,800.00 | 0 | 1,800.00 | 1,169.72 | 630.28 |
| Freehold Twp. | Wemrock-West Freehold, Sec. 2 | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| " " | W.Freehold-Georgia Schoolhouse Rd., Sec. 3 | 0 | 2,000.00 | 2,000.00 | 0 | 0 | 0 |
| Holmdel Twp. | Crawfords Cor. Rd. (Surf. treatm.) | 0 | 900.00 | 0 | 900.00 | 900.00 | 0 |
| Howell " | Aldrich Rd., & Georgia Tavern Rd.,Sec.2 & Hyson Rd. | 0 | 3,000.00 | 0 | 3,000.00 | 3,000.00 | 0 |
| " " | Harvey " | 0 | 3,000.00 | 3,000.00 | 0 | 0 | 0 |
| Interlaken Boro | Bendermere Ave. | 2,000.00 | 0 | 0 | 2,000.00 | 1,767.16 | 232.84 |
| " " | Buttermere " | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| Keyport " | Atlantic St. | 0 | 2,911.40 | 0 | 2,911.40 | 0 | 2,911.40 |
| " " | Various sts. | 210.09 | 0 | 210.09 | 0 | 0 | 0 |
| " " | " " 1939 | 5,000.00 | 0 | 2,911.40 | 2,088.60 | 2,088.60 | 0 |
| " " | Beers St., Pershing Pl.,etc. | 0 | 2,880.00 | 0 | 2,880.00 | 2,294.26 | 585.74 |
| " " | W. 1st St.,, Monroe St., etc. | 0 | 5,000.00 | 2,880.00 | 2,120.00 | 0 | 2,120.00 |
| Manalapan Twp. | Englishtown-Clarks Mill Rd. | 0 | 1,548.39 | 0 | 1,548.39 | 1,548.39 | 0 |
| Manasquan Boro | Various sts.(1939) | 43.62 | 0 | 43.62 | 0 | 0 | 0 |
| " " | " " (1940) | 0 | 4,000.00 | 0 | 4,000.00 | 3,878.23 | 121.77 |
| Middletown Twp. | Hosford Ave. | 1,964.60 | 0 | 0 | 1,964.60 | 1,964.60 | 0 |
| " " | Hudson & Thompson Aves.(E. Keansburg) | 3,765.60 | 0 | 0 | 3,765.60 | 3,649.41 | 116.19 |
| " " | McClees Rd., Portland Ave., etc. | 0 | 7,000.00 | 0 | 7,000.00 | 0 | 7,000.00 |
| " " | Mountain Hill Road, Sec. 2 | 4,291.20 | 0 | 0 | 4,291.20 | 4,257.84 | 33.36 |
| " " | Thompson Ave. (Leonardo) | 1,878.60 | 0 | 0 | 1,878.60 | 1,878.60 | 0 |

Schedule #22-T

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Monmouth(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Millstone Twp. | Clarksburg-Holmeson Rd., Sec. 2 | $ 1,500.00 | $ 0 | $ 0 | $ 1.500.00 | $ 1,500.00 | $ 0 |
| " " | Baird's Cor.-Sweetman's Lane | 0 | 2,500.00 | 0 | 2,500.00 | 0 | 2,500.00 |
| " " | Various rds. 1940 | 0 | 1,500.00 | 1,500.00 | 0 | 0 | 0 |
| Neptune City Boro | Various sts. | 763.14 | 0 | 0 | 733.14 | 763.14 | 0 |
| " " " | " " 1940 | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " " | Hillside, Third, Summit, 5th Ave. | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| " Twp. | 7th, 8th, Ridge, & 9th Aves. | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| " " | Various rds.(1939) | 6,000.00 | 0 | 0 | 6,000.00 | 6,000.00 | 0 |
| Ocean " | Bendermere Ave. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " | Roseld Ave. & Allenhurst " | 4,000.00 | 0 | 0 | 4,000.00 | 2,678.22 | 1,321.78 |
| " " | Wayside or Green Grove Road | 0 | 3,000.00 | 3,000.00 | 0 | 0 | 0 |
| Oceanport Boro | Port-au-peck Ave. | 113.87 | 0 | 113.87 | 0 | 0 | 0 |
| " " | " " " " | | | | | | |
| | Sec. 1 & 2, & Commanche Drive | 0 | 2,000.00 | 0 | 2,000.00 | 1,909.17 | 90.83 |
| Raritan Twp. | Union Ave., Sec. 2 & Hazlet Ave.,etc. | 0 | 2,000.00 | 0 | 2,000.00 | 2,000.00 | 0 |
| Sea Girt Boro | Fifth Ave. | 889.46 | 0 | 889.46 | 0 | 0 | 0 |
| " " " | Various sts.(1939) Fourth Ave. only | 2,000.00 | 0 | 0 | 2,000.00 | 1,998.34 | 1.66 |
| " " " | Various sts. 1940 Beacon Blvd.,etc. | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| Shrewsbury Twp. | Pine Brook-Reeveytown (Surf. trt.) | 89.26 | 0 | 89.26 | 0 | 0 | 0 |
| " " | Shark River Sta. Rd. | 0 | 1,500.00 | 0 | 1,500.00 | 1,352.73 | 147.27 |
| So. Belmar Boro | 17th Ave. & Newman St. | 293.08 | 0 | 293.08 | 0 | 0 | 0 |
| Spring Lake " | Various sts. | 232.57 | 0 | 232.57 | 0 | 0 | 0 |
| " " " | " " 1940 | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| " " Hgts." | Ocean Road | 150.00 | 0 | 0 | 150.00 | 0 | 150.00 |
| " " " | Old Mill " Sec.2 Lake Ave.,etc. | 761.36 | 0 | 0 | 761.36 | 747.96 | 13.40 |
| " " " | Various sts. 1940 | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| Union Beach " | Park Ave. | 2,000.00 | 0 | 0 | 2,000.00 | 0 | 2,000.00 |

Schedule "22-U

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Monmouth(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Upper Freehold Twp. | Cream Ridge-Red Val. Rd. | $ 0 | $ 5,400.00 | $ 5,400.00 | $ 0 | $ 0 | $ 0 |
| " " | " Ellisdale-Walnford-Allentown, Sec. 2 | 74.33 | 0 | 74.33 | 0 | 0 | 0 |
| " " | " Same Sec. 3 | 5,000.00 | 0 | 1,721.82 | 3,278.18 | 3,278.18 | 0 |
| " " | " " " 4 | 0 | 7,121.82 | 0 | 7,121.82 | 3,156.33 | 3,965.49 |
| " " | " Yellow Meeting House Rd. | 22.71 | 0 | 22.71 | 0 | 0 | 0 |
| Wall Twp. | Allenwood-Glendola Rd. Sec. 2 | 300.00 | 0 | 0 | 300.00 | 300.00 | 0 |
| " " | Marconi Road & Old Mill Road | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| " " | Sea Girt Ave. | 4,000.00 | 0 | 0 | 4,000.00 | 0 | 4,000.00 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 16.33 | 125,167.13 | 124,946.09 | 237.37 | 0 | 237.37 |
| **Morris** | | | | | | | |
| Boonton Town | Vreeland Ave., Sec. 1 | 5,911.43 | 0 | 0 | 5,911.43 | 5,333.75 | 577.68 |
| " " | " Ave. Sec. 2 | 0 | 12,269.70 | 0 | 12,269.70 | 12,269.70 | 0 |
| Butler Boro | Roosevelt Ave. | 0 | 8,200.00 | 0 | 8,200.00 | 2,140.83 | 6,059.17 |
| Chatham Twp. | Mt. Vernon " | 0 | 10,500.00 | 0 | 10,500.00 | 0 | 10,500.00 |
| Chester " | South Road | 0 | 7,000.00 | 0 | 7,000.00 | 0 | 7,000.00 |
| Harding " | Basking Ridge-New Vernon Rd., Sec. 4 | 0 | 8,000.00 | 0 | 8,000.00 | 0 | 8,000.00 |
| Jefferson " | Sparta-Newfoundland Road | 2,269.33 | 0 | 394.95 | 1,874.38 | 1,874.38 | 0 |
| " " | Sparta-Oak Ridge Sec. 2(Newfoundland) | 6,606.80 | 394.95 | 0 | 7,001.75 | 6,761.92 | 239.83 |
| " " | Sparta-Newfoundland Sec. 3 | 0 | 10,000.00 | 0 | 10,000.00 | 777.60 | 9,222.40 |
| Montville " | River Road | 0 | 9,000.00 | 0 | 9,000.00 | 8,489.03 | 510.97 |
| Mt. Olive " | Bartley-Drakestown Rd. Sec. 2 | 158.29 | 0 | 158.29 | 0 | 0 | 0 |
| Parsippany-Troy Hills Twp. | Park Rd., " 2 | 428.12 | 0 | 428.12 | 0 | 0 | 0 |

Schedule #22-V

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31,1940 |
|---|---|---|---|---|---|---|---|
| Morris(contd.) | | | | | | | |
| Parsippany-Troy Hills Twp. | Park Rd. Sec. 3 | $ 376.08 | $ 0 | $ 376.08 | $ 0 | $ 0 | $ 0 |
| Passaic " | Long Hill Rd. | 0 | 8,000.00 | 0 | 8,000.00 | 0 | 8,000.00 |
| Pequannock " | Sunset Rd.,Sec. 5 | 986.96 | 0 | 986.96 | 0 | 0 | 0 |
| Rockaway " | Rockaway-Green Pond Rd., Sec. 8 | 13,389.70 | 0 | 5,938.66 | 7,451.04 | 7,451.04 | 0 |
| " Boro | Beach St. | 366.54 | 0 | 0 | 366.54 | 0 | 366.54 |
| Washington Twp. | Fairmount-Long Valley Sec. 3 | 4,095.44 | 0 | 363.00 | 3,732.44 | 3,732.44 | 0 |
| " " | Same Sec. 4 | 0 | 10,270.86 | 0 | 10,270.86 | 10,270.86 | 0 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 137.71 | 126,969.66 | 126,959.11 | 148.26 | 0 | 148.26 |
| Ocean | | | | | | | |
| Barnegat City Boro | Central Ave. | 1,000.00 | 0 | 0 | 1,000.00 | 1,000.00 | 0 |
| " " " | 9th St. | 0 | 800.00 | 0 | 800.00 | 0 | 800.00 |
| Beach Haven " | 2nd, 6th, 7th, 8th,Amber,etc. | 500.00 | 0 | 500.00 | 0 | 0 | 0 |
| " " " | Iroquois,Sec.2 Liberty,etc. | 0 | 3,500.00 | 0 | 3,500.00 | 0 | 3,500.00 |
| " " " | Jefferies,Leeward,Nelson Aves. | 0 | 3,500.00 | 3,500.00 | 0 | 0 | 0 |
| " " " | Nelson Ave. | 0 | 620.27 | 4.89 | 615.38 | 615.38 | 0 |
| " " " | Ocean St., Jefferies,etc. | 3,000.00 | 0 | 620.27 | 2,379.73 | 2,379.73 | 0 |
| Beachwood Boro | Barnegat Blvd., Compass Ave.,Sec.2 | 1,581.77 | 0 | 60.34 | 1,521.43 | 1,521.43 | 0 |
| " " | Barnegat Blvd., Sec. 2, etc. | 4,000.00 | 0 | 138.18 | 3,861.82 | 3,861.82 | 0 |
| " " | Lookout St. only | 0 | 3,500.00 | 0 | 3,500.00 | 0 | 3,500.00 |
| Berkeley Twp. | Louis Ave. | 3,000.00 | 0 | 0 | 3,000.00 | 3,000.00 | 0 |
| " " | " " Sec. 2 & Anglesea Ave. | 0 | 3,500.00 | 0 | 3,500.00 | 0 | 3,500.00 |
| " " | Seventh Ave. | 3,500.00 | 1,350.00 | 15.08 | 4,834.92 | 4,834.92 | 0 |
| Brick " | Mandalay Rd. | 4,000.00 | 0 | 4,000.00 | 0 | 0 | 0 |
| " " | " " (Normandy Beach) | 0 | 7,500.00 | 0 | 7,500.00 | 0 | 7,500.00 |
| " " | Maple Ave. | 2,181.68 | 0 | .08 | 2,181.60 | 2,181.60 | 0 |

Schedule #22-W

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Ocean(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31,1940 |
|---|---|---|---|---|---|---|---|
| Dover Twp. | Brand Rd. | $ 3,500.00 | $ 0 | $ 564.11 | $ 2,935.89 | $ 2,935.89 | $ 0 |
| " " | Spruce, Orchard, Horner, etc. | 0 | 4,546.80 | 0 | 4,546.80 | 0 | 4,546.80 |
| " " | Sunset Drive, No. Trinidad Ave.,etc. | 0 | 4,135.97 | 0 | 4,135.97 | 0 | 4,135.97 |
| " " | Vermont " | 0 | 4,000.00 | 118.66 | 3,881.34 | 3,881.34 | 0 |
| " " | Various roads | 0 | 8,000.00 | 8,000.00 | 0 | 0 | 0 |
| Eagleswood Twp. | Willits Ave. & John St. | 0 | 1,200.00 | 0 | 1,200.00 | 0 | 1,200.00 |
| Harvey Cedars Boro | Burlington Ave., Harvest Ave. | 0 | 1,500.00 | 0 | 1,500.00 | 0 | 1,500.00 |
| " " | " 80th, 81st, 82nd,83rd,Sec. 2, 84th, 85th St.,etc. | 3,233.15 | 0 | 168.89 | 3,064.26 | 3,064.26 | 0 |
| Island Heights | " Maple Ave. | 651.52 | 0 | 20.88 | 630.64 | 630.64 | 0 |
| Jackson Twp. | Prospertown-Lakehurst Sec. 2 | 4,000.00 | 0 | 14.76 | 3,985.24 | 3,985.24 | 0 |
| " " | Same " 3 | 0 | 3,500.00 | 0 | 3,500.00 | 0 | 3,500.00 |
| Lacey " | Bay Ave.(State Hwy. to Lacey Rd.) | 2,475.00 | 0 | 116.32 | 2,358.68 | 2,358.68 | 0 |
| " " | Haynes St.,Oak St., Dolan St. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " | Lacey Rd. Ext. | 525.00 | 0 | 525.00 | 0 | 0 | 0 |
| " " | Lanoka-Lacey Rd. Cutoff, R.R.Ave., Sec. 2 | 0 | 3,000.00 | 3,000.00 | 0 | 0 | 0 |
| " " | R. R. Ave. | 251.40 | 0 | 251.40 | 0 | 0 | 0 |
| Lakehurst Boro | Elm St., Forest Ave.,etc. | 1,500.00 | 0 | 1,500.00 | 0 | 0 | 0 |
| Lakewood Twp. | South Lake Drive, Sec. 2 | 4,000.00 | 0 | 4,000.00 | 0 | 0 | 0 |
| Lavallette Boro | Bay Blvd.(1938) Bond Ave. Drainage | 1,493.54 | 0 | 0 | 1,493.54 | 0 | 1,493.54 |
| " " | N. York Ave. (Storm Sewer) | 2,700.00 | 0 | 45.68 | 2,654.32 | 2,654.32 | 0 |
| " " | Dover Ave. | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| Lit.Egg Harbor Twp. | Cedar St. | 2,000.00 | 0 | 0 | 2,000.00 | 2,000.00 | 0 |
| " " " " | Otis Bog Rd. | 3,000.00 | 0 | 43.50 | 2,956.50 | 2,956.50 | 0 |
| " " " " | Same Sec.2 | 0 | 4,000.00 | 580.00 | 3,420.00 | 0 | 3,420.00 |
| " " " Twp. | Stafford Forge Rd. Sec. 1 | 0 | 1,500.00 | 0 | 1,500.00 | 0 | 1,500.00 |

Schedule #22-X

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Ocean(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Lit. Egg Harbor Township | Stafford Forge Rd., Sec. 2 | $ 0 | $ 580.00 | $ 0 | $ 580.00 | $ 0 | $ 580.00 |
| Long Beach Twp. | Jeannette Ave. | 0 | 3,000.00 | 0 | 3,000.00 | 3,000.00 | 0 |
| " " " | Ocean Blvd. or Beach Ave. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " " | Waverly Place, 18th St.,etc. | 3,000.00 | 0 | 3,000.00 | 0 | 0 | 0 |
| Manchester " | Broadway Blvd., Sec. 1 | 15.02 | 0 | 15.02 | 0 | 0 | 0 |
| " " | Same Sec. 2 Morningside St.,etc. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " | School House Rd., Sec. 1 | 3,000.00 | 0 | 0 | 3,000.00 | 3,000.00 | 0 |
| Mantoloking Boro | Runyon Ave. & Albertson St. | 106.33 | 0 | 106.33 | 0 | 0 | 0 |
| Ocean Twp. | Bay Ave. | 2,000.00 | 0 | 0 | 2,000.00 | 2,000.00 | 0 |
| " " | Dollmore St., Lagoon Drive,etc. | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| " Gate Boro | Cape May Ave. | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| Pine Beach " | Pennsylvania Ave. | 3,500.00 | 0 | 402.78 | 3,097.22 | 3,097.22 | 0 |
| " " " | Penna. Ave., Sec. 2 Lincoln " etc. | 0 | 3,500.00 | 0 | 3,500.00 | 0 | 3,500.00 |
| " " " | Washington Ave. | 0 | 3,500.00 | 3,500.00 | 0 | 0 | 0 |
| Plumstead Twp. | Hawkin Rd.,Sec.2 | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " | Long Swamp Rd. | 5,000.00 | 0 | 1.79 | 4,998.21 | 4,998.21 | 0 |
| Point Pleasant Boro | Barnegat Blvd.- Dallas St.,etc. | 3,000.00 | 0 | 1,092.89 | 1,907.11 | 1,907.11 | 0 |
| " " | " North Rd., Brooks Rd.,etc. | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| " " | "Rue Cambone, Rue Rivoli,etc. | 0 | 4,092.89 | 0 | 4,092.89 | 0 | 4,092.89 |
| Pt.Pleas.Beach " | Washington Ave. | .24 | 0 | .24 | 0 | 0 | 0 |
| " " " | " Various sts. 1939 Inlet Drive | 1,500.00 | 0 | 0 | 1,500.00 | 1,500.00 | 0 |
| " " " | " Various sts. 1940 | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| Seaside Park | " Bay View,Lafayette, Farragut Ave.,etc. | 3,000.00 | 0 | 0 | 3,000.00 | 3,000.00 | 0 |
| Ship Bottom-Beach Arlington Boro | 3rd, 9th, 5th St.,Barnegat Ave. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| Same | 8th,14th,15th,16th | 3,000.00 | 0 | 202.52 | 2,797.48 | 2,797.48 | 0 |

Schedule "22-Y

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Ocean(contd.) | | | | | | | |
| Ship Bottom-Beach Arlington Boro | 7th St., Barnegat & Shore Aves. | $ 3,000.00 | $ 0 | $ 62.84 | $ 2,937.16 | $ 2,937.16 | $ 0 |
| So. Toms Riv. " | Dover Rd. Ext. & Torrey Ave. | 1,940.00 | 0 | 0 | 1,940.00 | 1,937.47 | 2.53 |
| " " " " | Mill St. | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| " " " " | Wirth St. | 560.00 | 0 | 0 | 560.00 | 517.49 | 42.51 |
| Stafford Twp. | Stafford Ave. | 0 | 1,200.00 | 0 | 1,200.00 | 0 | 1,200.00 |
| Surf City Boro | 15th, 18th, 14th, 17th Sts. | 1,968.20 | 272.05 | 0 | 2,240.25 | 2,240.25 | 0 |
| " " " | 5th St. & Division Ave. | 189.68 | 0 | 189.68 | 0 | 0 | 0 |
| " " " | Various sts. | 0 | 3,000.00 | 0 | 3,000.00 | 0 | 3,000.00 |
| Tuckerton " | Parker Bay & Beaumont Aves. | 0 | 2,500.00 | 0 | 2,500.00 | 2,294.87 | 205.13 |
| Union Twp. | Bay Shore Drive | 4,000.00 | 0 | 26.91 | 3,973.09 | 3,973.09 | 0 |
| " " | " " " Sec. 2 | 3,200.00 | 0 | 1.47 | 3,198.53 | 3,198.53 | 0 |
| " " | Howardsville Rd., Sec. 2 | 0 | 4,000.00 | 0 | 4,000.00 | 0 | 4,000.00 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 108.45 | 125,200.98 | 125,108.45 | 200.98 | 0 | 200.98 |
| Passaic | | | | | | | |
| Bloomingdale Boro | Carmentown Rd. | 4,103.99 | 1,518.39 | 0 | 5,622.38 | 5,622.38 | 0 |
| " " | Ryerson & Leary Aves. | 3,834.30 | 0 | 1,240.48 | 2,593.82 | 2,593.82 | 0 |
| " " | Vreeland Ave. | 0 | 7,650.00 | 0 | 7,650.00 | 7,628.41 | 21.59 |
| Haledon Boro | Hobart " | 805.51 | 400.00 | 0 | 1,205.51 | 0 | 1,205.51 |
| Hawthorne " | Fifth " | 0 | 7,500.00 | 0 | 7,500.00 | 0 | 7,500.00 |
| " " | Pasadena Place & Watchung Drive | 307.07 | 0 | 307.07 | 0 | 0 | 0 |
| " " | Pasadena Place Sec. 2 | 1,500.00 | 0 | 0 | 1,500.00 | 673.83 | 826.17 |
| " " | Royal Ave. | 5,000.00 | 0 | 0 | 5,000.00 | 4,865.73 | 134.27 |
| " " | Washington Ave. | 1,568.97 | 0 | 827.98 | 740.99 | 0 | 740.99 |
| Little Falls Twp. | Randolph Pl., Hudson St.,etc. | 6,300.00 | 0 | 0 | 6,300.00 | 4,531.99 | 1,768.01 |
| " " | " Woodhill & Bradford Aves. | 0 | 5,500.00 | 0 | 5,500.00 | 0 | 5,500.00 |
| No. Haledon Boro | Sunset Ave.,etc. | 0 | 10,541.31 | 0 | 10,541.31 | 0 | 10,541.31 |

Schedule #22-Z

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Passaic(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| North Haledon Boro | Overlook Ave. Extension | $ 5,543.93 | $ 0 | $ 2,041.31 | $ 3,502.62 | $ 3,502.62 | $ 0 |
| Pompton Lakes " | Colfax Ave. | 0 | 5,600.00 | 0 | 5,600.00 | 5,262.68 | 337.32 |
| " " " | Lincoln " | 5,000.00 | 0 | 2,600.00 | 2,400.00 | 2.285.63 | 114.37 |
| Prospect Park " | Brown Ave. & North 12th St. | 2,924.18 | 0 | 0 | 2,924.18 | 2,924.18 | 0 |
| " " " | Hopper St., Fairview Ave.,etc. | 0 | 8,500.00 | 0 | 8,500.00 | 0 | 8,500.00 |
| Ringwood Boro | Conklintown Rd., Sec. 2 | 2,974.97 | 0 | 0 | 2,974.97 | 2,876.09 | 98.88 |
| " " | Summit Rd., & Mohawk Trail | 7,000.00 | 0 | 0 | 7,000.00 | 3,700.08 | 3,299.92 |
| " " | Mohawk Trail Sec. 2 | 0 | 6,000.00 | 0 | 6,000.00 | 0 | 6,000.00 |
| " " | West Brook Rd., Sec. 2 | 1,279.38 | 0 | 1,279.38 | 0 | 0 | 0 |
| Totowa Boro | Garfield Place & Redmond St. | 0 | 4,000.00 | 0 | 4,000.00 | 0 | 4,000.00 |
| " " | Hobart Ave.,Sec.2 Storm Sewer | 5,000.00 | 0 | 0 | 5,000.00 | 0 | 5,000.00 |
| " " | Tracy Ave. | 1,800.00 | 0 | 0 | 1,800.00 | 0 | 1,800.00 |
| " " | Willard " | 2,888.77 | 0 | 1,664.11 | 1,224.66 | 1,224.66 | 0 |
| Wanaque " | Conklintown Rd., Sec. 2 | 2,974.98 | 0 | 0 | 2,974.98 | 2,876.10 | 98.88 |
| Wayne Twp. | Indian Rd. | 1,290.05 | 0 | 0 | 1,290.05 | 0 | 1,290.05 |
| " " | " " Sec.2 | 9,000.00 | 0 | 0 | 9,000.00 | 8,302.72 | 697.28 |
| " " | " " " 3 | 8,000.00 | 0 | 0 | 8,000.00 | 0 | 8,000.00 |
| " " | " " " 4 | 0 | 8,500.00 | 0 | 8,500.00 | 0 | 8,500.00 |
| W. Milford Twp. | Warwick Tpk., Sec. 4 | 1,435.07 | 0 | 1,435.07 | 0 | 0 | 0 |
| " " " | " Tpk. " 5 | 1,334.01 | 0 | 1,334.01 | 0 | 0 | 0 |
| " " " | " " " 6 & Drainage on Sec. 2 | 8,000.00 | 10,769.08 | 650.00 | 18,119.08 | 10,729.02 | 7,390.06 |
| " " " | Warwick Tpk., Sec. 7 | 0 | 8,000.00 | 8,000.00 | 0 | 0 | 0 |
| " " " | West Brook Rd. | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| W. Paterson Boro | Bergen Blvd.,Sec.2 Peckman Ave. | 0 | 7,500.00 | 0 | 7,500.00 | 6,232.72 | 1,267.28 |
| " " " | Newby " etc. | 564.13 | 0 | 0 | 564.13 | 0 | 564.13 |

Schedule '22-AA

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Passaic(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31,1940 |
|---|---|---|---|---|---|---|---|
| W. Paterson Boro | Peckman Ave. & Bergen Blvd. | $ 5,000.00 | $ 0 | $ 0 | $ 5,000.00 | $ 4,572.79 | $ 427.21 |
| Maintenance & Repairs of Unimproved Twp. & Boro Aid | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 113.48 | 125,922.65 | 126,022.02 | 14.11 | 0 | 14.11 |
| **Salem** | | | | | | | |
| Alloway Twp. | Lacy Road | 0 | 10,750.00 | 2,514.60 | 8,235.40 | 0 | 8,235.40 |
| " " | Waterworks Rd. | 0 | 2,514.60 | 0 | 2,514.60 | 0 | 2,514.60 |
| Elsinboro " | Sinnockson Landing Road, Sec. 2 | 25,269.42 | 0 | 0 | 25,269.42 | 22,227.58 | 3,041.84 |
| Lower Alloways Creek Twp. | Long Bridge Road | 0 | 6,750.00 | 0 | 6,750.00 | 5,507.15 | 1,242.85 |
| " Penns Neck Twp. | Ferry " | 6,949.13 | 1,080.00 | 0 | 8,029.13 | 8,029.13 | 0 |
| " " " " | Harvard " | 0 | 4,500.00 | 4,500.00 | 0 | 0 | 0 |
| " " " " | Kansas " | 0 | 4,500.00 | 0 | 4,500.00 | 0 | 4,500.00 |
| " " " " | River Drive & Benson Ave. | 4,646.63 | 0 | 0 | 4,646.63 | 4,561.50 | 85.13 |
| Mannington Twp. | Bushtown Rd., Sec. 2 | 77.37 | 0 | 77.37 | 0 | 0 | 0 |
| " " | Marshalltown Rd. | 0 | 6,000.00 | 2,000.08 | 3,999.92 | 3,999.92 | 0 |
| " " | " " Sec. 2 | 0 | 2,000.00 | 0 | 2,000.00 | 0 | 2,000.00 |
| Penns Grove Boro | Cumberland Ave. | 0 | 2,250.00 | 0 | 2,250.00 | 2,250.00 | 0 |
| " " " | E. Union St. | 4,100.00 | 0 | 4,100.00 | 0 | 0 | 0 |
| " " " | Park Ave. | 2,950.00 | 0 | 2,950.00 | 0 | 0 | 0 |
| " " " | Pearl St. & Justice St. | 0 | 2,950.00 | 0 | 2,950.00 | 0 | 2,950.00 |
| " " " | S. Smith Ave. | 2,100.00 | 0 | 850.00 | 1,250.00 | 0 | 1,250.00 |
| " " " | Various sts. No. Smith Ave.,etc. | 0 | 4,500.00 | 0 | 4,500.00 | 4,500.00 | 0 |
| " " " | W. Union St., Mitchell Ave.,etc. | 0 | 2,700.00 | 0 | 2,700.00 | 0 | 2,700.00 |
| Pilesgrove Twp. | Marlton Rd. | 0 | 4,500.00 | 21.40 | 4,478.60 | 4,478.60 | 0 |
| Pittsgrove " | Palatine-Husted Rd. | 0 | 5,800.00 | 0 | 5,800.00 | 0 | 5,800.00 |
| " " | State Park-Willow Grove Sec. 2 | 9,538.59 | 0 | 0 | 9,538.59 | 0 | 9,538.59 |
| Quinton " | Waterworks Rd. | 0 | 9,000.00 | 511.05 | 8,488.95 | 8,488.95 | 0 |
| Salem City | Belden & Church Sts. | 0 | 4,500.00 | 962.22 | 3,537.78 | 2,319.39 | 1,218.39 |
| " " | Halls Ave. & Hires Ave. | 0 | 765.00 | 0 | 765.00 | 765.00 | 0 |

Schedule #22-RB

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Salem(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1 9 4 0 | Cancelled for Re-allotment | T o t a l | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Upper Penns Neck Twp. | Delaware, Lanning & 6th Aves. | $ 0 | $ 4,500.00 | $ 86.76 | $ 4,413.24 | $ 4,413.24 | $ 0 |
| The same | Du Pont Road | 3,100.00 | 0 | 40.00 | 3,060.00 | 3,060.00 | 0 |
| " " | Georgetown " | 2,962.73 | 0 | 0 | 2,962.73 | 0 | 2,962.73 |
| " " | Harrison,Lincoln, Springfield Sts. | 1,530.00 | 0 | 1.80 | 1,528.20 | 1,528.20 | 0 |
| " " | Stumpy Road | 39.16 | 0 | 39.16 | 0 | 0 | 0 |
| Upper Pittsgrove Twp. | Edgar Burgess Rd.,Sec.1 | 0 | 5,700.00 | 2,121.69 | 3,578.31 | 3,578.31 | 0 |
| " Pittsgrove Twp. | The same " 2 | 0 | 2,100.00 | 19.65 | 2,080.35 | 2,080.35 | 0 |
| " " " | John Dilks Rd., Sec. 2 | 2.81 | 0 | 2.81 | 0 | 0 | 0 |
| " " " | Linch's Cor.- Newkirk Sta. Sec.3 | 6,033.58 | 0 | 21.71 | 6,011.87 | 6,011.87 | 0 |
| Woodstown Boro | Allen Ave., East & West Wilson, etc. | 0 | 9,581.31 | 0 | 9,581.31 | 5,378.09 | 4,203.22 |
| " " | Washington St., E. & W. Wilson Ave.,etc. | 0 | 8,500.00 | 8,500.00 | 0 | 0 | 0 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 1,120.61 | 125,000.00 | 126,120.61 | 0 | 0 | 0 |
| Somerset | | | | | | | |
| Bedminster Twp. | Burnt Mill-Pluckemin Rd.(Fill, Grading & Drainage) | 1,625.46 | 0 | 1,625.46 | 0 | 0 | 0 |
| " " | The Same Sec. 1 (Paving) | 0 | 10,813.63 | 0 | 10,813.63 | 0 | 10,813.63 |
| " " | The Same Sec. 3 | 10,800.00 | 0 | 409.03 | 10,390.97 | 10,390.97 | 0 |
| Bernards " | Martinsville-Liberty Corner Sec. 4 | 4,282.91 | 0 | 1,187.54 | 3,095.37 | 3,095.37 | 0 |
| " " | Same Sec. 5 | 9,000.00 | 10,000.00 | 0 | 19,000.00 | 0 | 19,000.00 |
| " " | " " 6 | 0 | 10,000.00 | 10,000.00 | 0 | 0 | 0 |
| Branchburg " | Lamington-Pottersville Sec. 2 | 2,404.60 | 0 | 2,404.60 | 0 | 0 | 0 |
| " " | Same " 3 | 8,100.00 | 0 | 0 | 8,100.00 | 8,100.00 | 0 |
| Bridgewater " | Adamsville Rd. | 4,500.00 | 0 | 0 | 4,500.00 | 0 | - 4,500.00 |
| " " | Foot Hill Rd. Sec. 4 | 6,300.00 | 650.21 | 0 | 6,950.21 | 6,950.21 | 0 |

Schedule 22-C

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Somerset(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Bridgewater Twp. | North Bridge Street | $ 0 | $ 10,000.00 | $ 0 | $ 10,000.00 | $ 0 | $ 10,000.00 |
| Franklin " | Bunker Hill Rd., Sec. 2 | 527.24 | 0 | 527.24 | 0 | 0 | 0 |
| " " | Same " 3 | 7,200.00 | 0 | 224.61 | 6,975.39 | 6,975.39 | 0 |
| " " | " " 4 | 0 | 14,000.00 | 0 | 14,000.00 | 5,132.40 | 8,867.60 |
| Hillsborough " | New Center School House Rd. | 10,800.00 | 0 | 552.98 | 10,247.02 | 10,247.02 | 0 |
| " " | Same Sec. 2 | 0 | 7,850.65 | 0 | 7,850.65 | 7,850.65 | 0 |
| Manville Boro | Dakota, E.Camplain Rd., North Bridge St. | 3,000.00 | 0 | 0 | 3,000.00 | 3,000.00 | 0 |
| Montgomery Twp. | Zion Rd., Sec.1 | 9,000.00 | 0 | 0 | 9,000.00 | 9,000.00 | 0 |
| No.Plainfield Boro | Maple Ave.-Wilson " | 0 | 10,738.37 | 0 | 10,738.37 | 6,041.32 | 4,697.05 |
| " " " | West End " | 3,497.85 | 0 | 3,497.85 | 0 | 0 | 0 |
| Raritan Town | Frelinghuysen " | 11,100.00 | 185.52 | 0 | 11,285.52 | 11,285.52 | 0 |
| Somerville Boro | Adamsville Rd. | 4,500.00 | 0 | 0 | 4,500.00 | 0 | 4,500.00 |
| South Bound Brook | " Edgewood Ter. | 3,575.93 | 0 | 0 | 3,575.93 | 0 | 3,575.93 |
| " Bound " | " " Ter. Sec.2 | 4,500.00 | 0 | 0 | 4,500.00 | 0 | 4,500.00 |
| Warren Twp. | Gillette-Watchung Sec. 3 | 7,531.14 | 0 | 0 | 7,531.14 | 6,978.86 | 552.28 |
| " " | Mt. Horeb Rd., Sec. 1 | 0 | 7,000.00 | 0 | 7,000.00 | 0 | 7,000.00 |
| Watchung Boro | Valley Rd. Sec. 4 & Crossway | 0 | 15,000.00 | 0 | 15,000.00 | 2,383.71 | 12,616.29 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 817.19 | 125,341.72 | 126,150.79 | 8.12 | 0 | 8.12 |
| Sussex | | | | | | | |
| Andover Boro | Andover-Roseville | 154.43 | 0 | 154.43 | 0 | 0 | 0 |
| " Twp. | Perona Farm Rd., Sec. 2 | 5,000.00 | 328.40 | 0 | 5,328.40 | 5,328.40 | 0 |
| " " | Sussex Mills Rd., Sec. 2 | 300.27 | 0 | 300.27 | 0 | 0 | 0 |
| Byram " | Old Stanhope " | 6,000.00 | 0 | 0 | 6,000.00 | 0 | 6,000.00 |
| " " | " " Sec. 2 | 0 | 5,000.00 | 0 | 5,000.00 | 0 | 5,000.00 |

Schedule '22-BB

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Sussex(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31,1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Byram Twp. | Amity-Mohawk Rd., Sec. 3 | $ 6,000.00 | $ 0 | $ 0 | $ 6,000.00 | $ 0 | $ 6,000.00 |
| Frankford Twp. | County Farm Road | 2,491.07 | 757.65 | 0 | 3,248.72 | 3,248.72 | 0 |
| " " | Plains Road | 226.09 | 0 | 226.09 | 0 | 0 | 0 |
| " " | " " Sec.2 | 8,000.00 | 0 | 0 | 8,000.00 | 0 | 8,000.00 |
| " " | " " " 3 | 0 | 8,000.00 | 0 | 8,000.00 | 0 | 8,000.00 |
| Franklin Boro | Scott Rd. | 7,000.00 | 0 | 0 | 7,000.00 | 3,070.26 | 3,929.74 |
| Fredon Twp. | Fredon-Springdale | 20.58 | 0 | 20.58 | 0 | 0 | 0 |
| " " | " " Sec. 2 | 0 | 6,000.00 | 0 | 6,000.00 | 5,248.41 | 751.59 |
| Green " | Greendell-Huntsville Sec. 2 | 10,500.00 | 1,505.00 | 0 | 12,005.00 | 12,005.00 | 0 |
| " " | Same " 3 | 0 | 2,500.00 | 1,234.98 | 1,265.02 | 1,265.02 | 0 |
| " " | Same " 2 & 3 (Surf. treatm.) | 0 | 1,234.98 | 0 | 1,234.98 | 1,075.08 | 159.90 |
| " " | Greendell-Johnsonburg Rd. | 5,000.00 | 0 | 0 | 5,000.00 | 4,953.56 | 46.44 |
| Hamburg Boro | Linwood Ave. & Oak St. | 6,000.00 | 0 | 0 | 6,000.00 | 0 | 6,000.00 |
| " " | Same Sec. 2 | 0 | 4,000.00 | 0 | 4,000.00 | 0 | 4,000.00 |
| Hampton Twp. | Myrtle Grove-Kemah Rd. | 31.30 | 0 | 31.30 | 0 | 0 | 0 |
| " " | Myrtle Grove-Lake Kemah Sec.2 | 0 | 5,000.00 | 0 | 5,000.00 | 0 | 5,000.00 |
| Hardyston " | Big Spring Rd. | 0 | 6,500.00 | 0 | 6,500.00 | 0 | 6,500.00 |
| " " | Rudeville-Hamburg Tpk. Sec. 2 | 185.39 | 0 | 185.39 | 0 | 0 | 0 |
| Hopatcong Boro | Brooklyn-Stanhope Rd. | 5,000.00 | 0 | 5,000.00 | 0 | 0 | 0 |
| " " | Same Sec. 1&2 | 0 | 11,000.00 | 0 | 11,000.00 | 2,514.66 | 8,485.34 |
| " " | Indian & Mohawk Trails Sec. 2 | 450.00 | 0 | 0 | 450.00 | 0 | 450.00 |
| Lafayette Twp. | Sunset Inn-Lime Crest Rd. | 6,000.00 | 0 | 0 | 6,000.00 | 0 | 6,000.00 |
| Montague " | New Rd. Sec. 3 | 5,000.00 | 0 | 0 | 5,000.00 | 4,452.66 | 547.34 |
| Newton Town | Lawnwood Ave. | 96.61 | 0 | 96.61 | 0 | 0 | 0 |
| Sandyston Twp. | Bevans River Rd. | 0 | 8,000.00 | 0 | 8,000.00 | 0 | 8,000.00 |
| " " | Delaware Mine Ext. | 168.12 | 0 | 168.12 | 0 | 0 | 0 |
| Sparta " | Lime Crest Rd. Sec. 2 | 5,000.00 | 0 | 0 | 5,000.00 | 0 | 5,000.00 |

Schedule #22-EE

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Sussex(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Sparta Twp. | Morris Lake Rd., Sec. 5 | $ 3,607.44 | $ 0 | $ 1,261.82 | $ 2,345.62 | $ 0 | $ 2,345.62 |
| " " | Old Stanhope Rd. | 5,000.00 | 0 | 0 | 5,000.00 | 0 | 5,000.00 |
| " " | " " Sec. 2 | 0 | 7,500.00 | 0 | 7,500.00 | 0 | 7,500.00 |
| Stillwater " | Hampton-Mt. Benevolence Rd. | 4,000.00 | 0 | 0 | 4,000.00 | 0 | 4,000.00 |
| " " | Ridge Rd. | 0 | 4,000.00 | 0 | 4,000.00 | 0 | 4,000.00 |
| Sussex Boro | Lakeshore Drive | 3,000.00 | 0 | 0 | 3,000.00 | 0 | 3,000.00 |
| Vernon Twp. | Maple Grange Rd. | 3,500.00 | 0 | 0 | 3,500.00 | 3,500.00 | 0 |
| " " | " " " Sec. 2 | 3,500.00 | 0 | 0 | 3,500.00 | 3,500.00 | 0 |
| " " | Sand Hill Rd. | 0 | 6,000.00 | 0 | 6,000.00 | 0 | 6,000.00 |
| Walpack " | River Rd., Sec. 3 | 8,000.00 | 0 | 0 | 8,000.00 | 0 | 8,000.00 |
| " " | " " " 4 | 0 | 13,000.00 | 0 | 13,000.00 | 0 | 13,000.00 |
| Wantage " | Bassett Bridge Rd. | 6,500.00 | 0 | 428.95 | 6,071.05 | 6,071.05 | 0 |
| " " | " " " (Surf. treatm.) | 0 | 810.00 | 0 | 810.00 | 810.00 | 0 |
| " " | Lower Unionville Rd. Sec. 1(Surf. trt.) | 0 | 810.00 | 0 | 810.00 | 810.00 | 0 |
| " " | Same Sec. 2 & 3 | 582.17 | 0 | 582.17 | 0 | 0 | 0 |
| " " | Mt. Salem-Unionville Road | 0 | 10,000.00 | 0 | 10,000.00 | 0 | 10,000.00 |
| " " | Quarryville-Wolf Pit Rd. | 0 | 8,500.00 | 0 | 8,500.00 | 0 | 8,500.00 |
| Maintenance & Repairs of Unimproved Twp. & Boro Rds. | | 7,000.00 | 0 | * 7,000.00 | 0 | 0 | 0 |
| " " | Repairs of Unimproved Twp. & Boro Rds. | 0 | 25,000.00 | 0 | 25,000.00 | 25,000.00 | 0 |
| County Balance | | 755.32 | 125,042.72 | 125,798.04 | 0 | 0 | 0 |

* Transferred to Secondary & Feeder Rds., Federal Aid

| Union | | | | | | | |
|---|---|---|---|---|---|---|---|
| Cranford Twp. | Elizabeth Ave. | 22,500.00 | 0 | 6,223.48 | 16,276.52 | 16,276.52 | 0 |
| " " | Lincoln Ave., Sec. 3 | 0 | 15,009.00 | 0 | 15,009.00 | 0 | 15,009.00 |
| Hillside " | North Union Ave. | 0 | 10,800.00 | 0 | 10,800.00 | 0 | 10,800.00 |
| " " | Ramsey Ave. | 0 | 10,800.00 | 10,800.00 | 0 | 0 | 0 |
| " " | Summit " | 1,472.26 | 0 | 0 | 1,472.26 | 0 | 1,472.26 |
| " " | Sweetland Ave. | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |
| Roselle Boro | Thompson " | 17,100.00 | 0 | 0 | 17,100.00 | 14,423.63 | 2,676.37 |
| " Park " | Valley Road & Beechwood Aves. | 0 | 17,100.00 | 0 | 17,100.00 | 0 | 17,100.00 |

Schedule #22-FF

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

| Union(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Scotch Plains Twp. | Westfield Avenue | $ 0 | $ 11,314.48 | $ 0 | $ 11,314.48 | $ 0 | $ 11,314.48 |
| Union Twp. | Vaux Hall Rd., Sec. 3 | 7,774.60 | 0 | 0 | 7,774.60 | 3,944.09 | 3,830.51 |
| " " | Same " 4 | 22,500.00 | 0 | 0 | 22,500.00 | 0 | 22,500.00 |
| Westfield Town | Fourth Ave. & So.Chestnut Ave. | 0 | 18,000.00 | 0 | 18,000.00 | 0 | 18,000.00 |
| " " | Gallows Hill Rd. | 12,900.00 | 0 | 0 | 12,900.00 | 12,165.00 | 735.00 |
| " " | Brightwood Ave. | 3,252.36 | 0 | 0 | 3,252.36 | 0 | 3,252.36 |
| " " | S. Chestnut St. | 0 | 3,150.00 | 3,150.00 | 0 | 0 | 0 |
| Maintenance & Repairs of Unimproved Twp. & Boro Roads | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 0 | 125,000.00 | 125,000.00 | 0 | 0 | 0 |
| **Warren** | | | | | | | |
| Alpha Boro | Boulevard, South | 1,155.65 | 0 | 1,155.65 | 0 | 0 | 0 |
| " " | 4th Ave. | 3,150.00 | 0 | 3,150.00 | 0 | 0 | 0 |
| " " | Warren St. | 0 | 4,305.65 | 0 | 4,305.65 | 0 | 4,305.65 |
| Blairstown Twp. | New Rd., Rt. #8 to Stillwater Rd. | 9,000.00 | 0 | 9,000.00 | 0 | 0 | 0 |
| " " | Same | 10,300.00 | 9,000.00 | 0 | 19,300.00 | 0 | 19,300.00 |
| " " | Vail-Polkville | 402.62 | 0 | 0 | 402.62 | 0 | 402.62 |
| Frelinghuysen " | Dark Moon Rd., Sec. 1 & 2 | 9,000.00 | 10,979.88 | 5,850.00 | 14,129.88 | 0 | 14,129.88 |
| " " | Same Sec. 2 | 0 | 9,000.00 | 9,000.00 | 0 | 0 | 0 |
| " " | Johnsonburg-Greendell Sec.1&2 | 963.64 | 0 | 963.64 | 0 | 0 | 0 |
| " " | Same " 3 | 0 | 5,850.00 | 1,016.24 | 4,833.76 | 4,833.76 | 0 |
| Hackettstown Town | Grand Ave. | 140.93 | 0 | 140.93 | 0 | 0 | 0 |
| " " " | " " Sec. 2 | 0 | 18,449.91 | 0 | 18,449.91 | 18,449.91 | 0 |
| Hardwick Twp. | Blairstown-Stillwater Sec. 1 (New Road) | 3,600.00 | 0 | 0 | 3,600.00 | 0 | 3,600.00 |
| " " | Spring Valley Rd. Sec. 2 | 3,150.00 | 16,000.00 | 0 | 19,150.00 | 10,099.04 | 9,050.96 |
| " " | Sunset Lake Rd. | 8,000.00 | 0 | 8,000.00 | 0 | 0 | 0 |
| Harmony " | Harmony Sta. " | 94.72 | 0 | 0 | 94.72 | 0 | 94.72 |
| Hope " | Kostenbader Mill " Sec. 1 & 2 | 1,961.38 | 0 | 611.38 | 1,350.00 | 1,350.00 | 0 |

Schedule #22-GG

## Motor Vehicle Fund - Township & Boro Aid
## (Construction, Reconstruction and Maintenance)

| Warren(contd.) | Name of Road | Balance on Allot. Dec.31,1939 | Alloted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allotment Dec.31, 1940 |
|---|---|---|---|---|---|---|---|
| Knowlton Twp. | Columbia-Dunnfield Sec. 1 & 2 | $ 1,239.21 | $ 0 | $ 1,239.21 | $ 0 | $ 0 | $ 0 |
| Liberty " | Mountain Lake-Great Meadows Sec.1&2 | 15,200.00 | 3,635.70 | 0 | 18,835.70 | 11,340.81 | 7,494.89 |
| " " | Same " 3 | 0 | 9,000.00 | 3,635.70 | 5,364.30 | 0 | 5,364.30 |
| Lopatcong " | Uniontown Rd. | 7,000.00 | 0 | 362.60 | 6,637.40 | 6,637.40 | 0 |
| Mansfield " | Mt. Bethel Rd., Sec. 1 & 2 | 6,021.31 | 0 | 670.49 | 5,350.82 | 5,350.82 | 0 |
| Oxford " | Race's Corner-Oxford Rd. | 0 | 2,250.00 | 0 | 2,250.00 | 0 | 2,250.00 |
| Pahaquarry " | River Rd., Sec. 2 | 447.62 | 0 | 0 | 447.62 | 0 | 447.62 |
| " " | " " " " 3&4 | 40.04 | 0 | 0 | 40.04 | 0 | 40.04 |
| " " | " " " " 5 & Gravel or Shale on part of Secs. 3 & 4 | 10,618.53 | 353.17 | 0 | 10,971.70 | 10,971.70 | 0 |
| " " | River Rd., Sec. 6 | 27.18 | 0 | 0 | 27.18 | 0 | 27.18 |
| Phillipsburg Town | Roseberry & Metz Sts. | 0 | 9,000.00 | 0 | 9,000.00 | 8,981.98 | 18.02 |
| Pohatcong Twp. | Still Valley-Warren Glen-Bloomsbury | 3,500.00 | 0 | 0 | 3,500.00 | 3,285.61 | 214.39 |
| " " | Various rds. & sts. | 0 | 4,000.00 | 0 | 4,000.00 | 0 | 4,000.00 |
| Washington " | Murderer's Bridge Rd. | 0 | 9,000.00 | 0 | 9,000.00 | 1,317.45 | 7,682.55 |
| " " | Pershing Ave. | 32.69 | 0 | 0 | 32.69 | 0 | 32.69 |
| White " | Keyser Hill Rd. | 0 | 9,000.00 | 9,000.00 | 0 | 0 | 0 |
| " " | Race's Cor.-Oxford | 0 | 9,000.00 | 0 | 9,000.00 | 0 | 9,000.00 |
| Maintenance & Repairs of Unimproved Twp. & Boro Rds. | | 0 | 50,000.00 | 0 | 50,000.00 | 50,000.00 | 0 |
| County Balance | | 222.33 | 125,008.34 | 125,036.81 | 193.86 | 0 | 193.86 |
| | | $1,690,090.00 | *$5,790,611.87 | $3,189,111.87 | $4,291,590.00 | $2,504,586.12 | $1,787,003.88 |
| General Cancellation Fund | | 1,818.18 | | | 1,818.18 | | 1,818.18 |
| | | $1,691,908.18 | | | $4,293,408.18 | | $1,788,822.06 |

$2,625,000.00 - 1940 Funds
3,165,611.87 - From Cancellations
*$5,790,611.87

Schedule #23

## Motor Vehicle Fund
## Twp. & Boro Aid Maintenance
## Jan. 1, 1940 to Dec.31, 1940

| County | Balance on Allot. Dec.31, 1939 | Allotted 1940 | Cancelled for Re-allotment | Total | Expenditure Jan. 1 to Dec.31, 1940 | Balance on Allot. Dec.31, 1940 |
|---|---|---|---|---|---|---|
| Atlantic | $ 8,347.34 | $ 10,256.50 | $ 0 | $ 18,603.84 | $ 7,809.13 | $ 10,794.71 |
| Bergen | 0 | 10,000.00 | 0 | 10,000.00 | 10,000.00 | 0 |
| Burlington | 1,293.92 | 11,485.00 | 0 | 12,778.92 | 0 | 12,778.92 |
| Camden | 12,842.35 | 10,000.00 | 0 | 22,842.35 | 11,145.75 | 11,696.60 |
| Cape May | 13,409.47 | 10,000.00 | 0 | 23,409.47 | 12,734.84 | 10,674.63 |
| Cumberland | 23,539.17 | 10,000.00 | 0 | 33,539.17 | 30,536.03 | 3,003.14 |
| Essex | 20,347.05 | 10,000.00 | 4,921.81 | 25,425.24 | 3,110.41 | 22,314.83 |
| *Caldwell Twp., New Dutch Lane | 0 | 6,325.24 | 0 | 6,325.24 | 0 | 6,325.24 |
| *Boro of North Caldwell-Greenbrook Rd. | 753.72 | 0 | 753.72 | 0 | 0 | 0 |
| *Town of Nutley-Columbia Ave. | 649.71 | 0 | 649.71 | 0 | 0 | 0 |
| * " " W. Orange-Washington Ave. | 5,499.62 | 0 | 0 | 5,499.62 | 5,499.62 | 0 |
| Gloucester | 14,450.93 | 10,000.00 | 0 | 24,450.93 | 9,874.86 | 14,576.07 |
| Hudson | 18,000.00 | 10,000.00 | 28,000.00 | 0 | 0 | 0 |
| *Boro of East Newark-Sherman Ave. | 0 | 25,200.00 | 4,940.33 | 20,259.67 | 18,998.91 | 1,260.76 |
| *Town of Secaucus-Huber St. | 5,513.46 | 0 | 5,513.46 | 0 | 0 | 0 |
| * " " " -Cedar Ave. | 5,785.33 | 0 | 5,785.33 | 0 | 0 | 0 |
| * " " " -Center " | 0 | 19,039.12 | 0 | 19,039.12 | 0 | 19,039.12 |
| Hunterdon | 13,069.04 | 10,000.00 | 0 | 23,069.04 | 10,310.70 | 12,758.34 |
| Mercer | 16,174.03 | 10,500.00 | 5,855.14 | 20,818.89 | 9,756.11 | 11,062.78 |
| Middlesex | 13,515.06 | 10,000.00 | 0 | 23,515.06 | 8,547.44 | 14,967.62 |
| Monmouth | 16,388.81 | 15,736.25 | 0 | 32,125.06 | 15,373.68 | 16,751.38 |
| Morris | 11,935.81 | 10,000.00 | 1,516.82 | 20,418.99 | 10,007.36 | 10,411.63 |
| Ocean | 11,684.02 | 10,000.00 | 0 | 21,684.02 | 8,119.32 | 13,564.70 |
| Passaic | 22,849.36 | 10,000.00 | 0 | 32,849.36 | 18,190.05 | 14,659.31 |
| Salem | 6,574.39 | 10,000.00 | 0 | 16,574.39 | 0 | 16,574.39 |
| Somerset | 15,545.17 | 10,000.00 | 0 | 25,545.17 | 14,009.15 | 11,536.02 |
| Sussex | 344.97 | 10,000.00 | 0 | 10,344.97 | 0 | 10,344.97 |
| Union | 10,365.74 | 10,000.00 | 0 | 20,365.74 | 15,701.58 | 4,664.16 |
| Warren | 7,308.91 | 10,000.00 | 0 | 17,308.91 | 10,704.38 | 6,604.53 |
| | $ 276,187.38 | **$268,542.11 | $ 57,936.32 | $ 486,793.17 | $ 230,429.32 | $256,363.85 |
| Unallotted Funds | 5,626.47 | | | 5,020.68 | | 5,020.68 |
| | $ 281,813.85 | | | $ 491,813.85 | | $261,384.53 |

*Construction Work, in Accordance with Chap. #365 P.L. 1938 & Chap. #380 P.L. 1939

$210,000.00 - 1940 Funds
58,542.11 - From Cancellations
** $268,542.11

## Expenditure and Commitments for Purchase of Plant and Equipment As of Dec. 31st, 1940

| Distribution | Expenditure to Dec. 31, 1940 | |
|---|---|---|
| Autos | $ 25,812.29 | |
| Trucks | 34,802.49 | |
| Road Equipment | 73,218.21 | |
| Snow Plows, Fence, etc. | 41,543.94 | |
| Fernwood Garage Equipment | 3,548.46 | |
| Vineland " " | 79.20 | |
| Laboratory Testing " | 14,210.00 | |
| Vineland Garage Building | 1,007.70 | |
| Dover " " | 1,815.00 | |
| Newark " " | 149,974.48 | |
| " " Equipment | 711.60 | |
| Fernwood Sewer and Power Lines | 886.13 | |
| Total Expenditure | | $347,609.50 |

### Commitments as of Dec. 31, 1940

| | | |
|---|---|---|
| Autos | $ 34,497.95 | |
| Trucks | 494.77 | |
| Road Equipment | 65,259.17 | |
| Newark Garage Building | 6,025.72 | |
| Snow Plows, Fence, etc. | 69,470.57 | |
| Total Commitments | | 175,748.18 |
| TOTAL EXPENDITURE AND COMMITMENTS | | $ 523,357.68 |
| B a l a n c e . | | $ 845.29 |

## Engineering and Inspection
## State Highway

| | Expenditure to Dec. 31, 1940 |
|---|---|
| **Construction General:** | |
| Salaries | $ 33,806.30 |
| Traveling Expense | 22.00 |
| Postage | 567.12 |
| Equipment | 274.77 |
| Supplies | 2,348.36 |
| Telephone | 411.52 |
| Miscellaneous | 6.31 |
| Department Auto & Truck Use | 1,305.05 |
| | $ 38,741.43 |
| **W. P. A. Projects:** | |
| Salaries | $ 209,818.90 |
| Blue Prints | 51.89 |
| Traveling Expense | 1,567.55 |
| Supplies | 819.48 |
| Equipment | 258.40 |
| Postage | 1,301.40 |
| Telephone | 1,348.11 |
| Advertising | 1,753.99 |
| Miscellaneous | 1.80 |
| Department Auto & Truck Use | 35,489.93 |
| | $ 252,411.45 |
| **Survey & Plans:** | |
| Salaries | $ 288,950.90 |
| Traveling Expense | 1,530.23 |
| Supplies | 11,217.72 |
| Rent | 11,195.98 |
| Equipment | 6,558.88 |
| Blue Prints | 6,595.43 |
| Photographs | 886.21 |
| Telephone | 2,554.11 |
| Postage | 233.47 |
| Department Auto & Truck Use | 26,306.65 |
| | $ 356,029.58 |
| **Road Construction:** | |
| Salaries | $ 261,120.30 |
| Engineering Expense | 6.84 |
| Inspection Expense | 1,439.58 |
| Equipment | 1,490.02 |
| Advertising | 2,731.26 |
| Photos | 224.14 |
| Supplies | 921.15 |
| Rent | 1,307.76 |
| Telephone | 3,917.25 |
| Blue Prints | 40.58 |
| Postage | 753.21 |
| Department Auto & Truck Use | 40,058.12 |
| | $ 314,010.21 |

Engineering and Inspection
State Highway
(2)

| | Expenditure to Dec. 31, 1940 |
|---|---|
| **Bridge Construction:** | |
| Salaries | $ 166,971.86 |
| Engineering Expenses | 200.55 |
| Inspection Expense | 700.28 |
| Sounding Apparatus Expense | 932.00 |
| Supplies | 941.54 |
| Equipment | 334.20 |
| Postage | 52.29 |
| Advertising | 1,680.02 |
| Special Engineering Service | 10,000.00 |
| Blue Prints | 513.57 |
| Telephone | 1,167.80 |
| Miscellaneous | 15.00 |
| Department Auto & Truck Use | 10,155.22 |
| | $ 193,664.33 |
| TOTAL ENGINEERING AND INSPECTION | $1,154,857.00 |

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Federal Aid Project
State-Wide Highway Planning

| | Expenditure to December 31, 1940 |
|---|---|
| Salaries | $ 90,437.19 |
| Traveling Expense | 44,900.09 |
| Supplies | 8,894.83 |
| Rent | 5,489.61 |
| Equipment | 6,978.08 |
| Blue Prints | 1,052.55 |
| Postage | 577.43 |
| Telephone | 1,129.80 |
| Tabulator Rental | 904.70 |
| Department Auto & Truck Use | 2,962.24 |
| | $ 163,326.52 |

## Engineering and Inspection
## County & Township Aid

| | Expenditure to Dec. 31, 1940 |
|---|---|
| Salaries | $ 276,048.55 |
| Engineering Expense | 836.75 |
| Inspection Expense | 13,142.11 |
| Outside Inspection | 3,695.98 |
| Supplies | 3,620.52 |
| Telephone | 1,525.41 |
| Blue Prints | 101.30 |
| Equipment | 337.06 |
| Postage | 5,148.09 |
| Miscellaneous | 99.70 |
| Department Auto & Truck Use | 21,024.49 |
| | $ 325,579.96 |

## Administrative Cost of Acquiring Right of Way

| | Expenditure to Dec. 31, 1940 |
|---|---|
| **Negotiation and Title:** | |
| Salaries | $ 154,491.60 |
| Titles | 6,324.91 |
| Appraisal Services | 38,504.50 |
| Traveling Expense | 3,705.23 |
| Rent | 49.72 |
| Supplies | 1,748.85 |
| Equipment | 427.43 |
| Advertising | 90.00 |
| Postage | 779.76 |
| Blue Prints | 1,072.67 |
| Telephone | 1,574.43 |
| Miscellaneous | 7.92 |
| Department Auto & Truck Use | 11,136.26 |
| | $ 219,913.28 |
| **Condemnation:** | |
| Salaries | 56,070.65 |
| Special Services, Attorneys, Appraisers, Witnesses, Condemnation, etc. | 31,620.40 |
| Condemnation Advertising | 1,222.42 |
| Traveling Expense | 183.69 |
| Supplies | 765.19 |
| Telephone | 614.54 |
| Equipment | 31.85 |
| Miscellaneous | 3.25 |
| Department Auto & Truck Use | 2,565.29 |
| | $ 93.077.28 |
| TOTAL COST OF ACQUIRING RIGHT OF WAY | $ 312,990.56 |

## Administration

| | Expenditure to Dec. 31, 1940 |
|---|---|
| **General:** | |
| Salaries | $ 124,307.85 |
| Traveling Expense | 3,166.50 |
| Supplies | 7,800.82 |
| Equipment | 2,732.72 |
| Telephone & Telegraph | 4,948.31 |
| Maps & Blue Prints | 44.25 |
| Postage | 8,104.60 |
| Special Services | 3,314.00 |
| Rent | 810.00 |
| Insurance | 839.20 |
| Exhibits, Sign Work, Displays, etc. | 1,518.84 |
| Photographic Supplies | 1,813.48 |
| " Equipment | 214.70 |
| Miscellaneous | 2,438.31 |
| Annex Upkeep | 20,000.00 |
| Department Auto & Truck Use | 15,977.85 |
| | $ 197,831.43 |
| **Auditing and Accounting:** | |
| Salaries | $ 28,705.08 |
| Traveling Expense | 365.06 |
| Telephone | 62.30 |
| Supplies | 38.08 |
| Department Auto & Truck Use | 21.68 |
| | $ 29,192.20 |
| **Purchasing:** | |
| Salaries | $ 14,213.33 |
| Telephone | 227.52 |
| Department Auto & Truck Use | 28.90 |
| | $ 14,469.75 |
| **Laboratory:** | |
| Salaries | $ 139,341.41 |
| Traveling Expense - Testing | 2,199.09 |
| Inspection | 3,678.93 |
| Core Drill | 1,072.00 |
| Supplies | 6,844.78 |
| Equipment | 2,000.24 |
| Telephone | 1,165.60 |
| Heat and Light | 3,457.76 |
| Water Rent | 293.44 |
| Postage | 1,041.12 |
| Credit for Outside Inspection | 944.13* |
| Outside Inspection | 25,492.72 |
| Freight and Express | 1,914.04 |
| Miscellaneous | 902.58 |
| Rent | 240.00 |
| Department Auto & Truck Use | 12,200.39 |
| | $ 200,899.97 |
| TOTAL ADMINISTRATION EXPENDITURE | $ 442,393.35 |

* RED figure.

## Operation of Plant and Equipment

| | Expenditure to Dec. 31, 1940 |
|---|---|
| **Operation of Automobiles:** | |
| Salaries (Operators) | $ 43,781.25 |
| Gasoline | 40,981.91 |
| Oil and Grease | 3,822.62 |
| Storage | 4,223.30 |
| Tires and Tubes | 8,082.56 |
| Garage Labor | 42,737.09 |
| Parts - New and Repair | 14,188.28 |
| Tools | 378.00 |
| Supplies | 2,923.67 |
| Traveling Expense | 385.95 |
| Insurance | 6,396.78 |
| Miscellaneous | 408.45 |
| Depreciation | 37,769.47 |
| | $ 206,079.33 |
| **Operation of Trucks:** | |
| Salaries (Operators) | $ 227,833.57 |
| Gasoline | 52,501.48 |
| Oil and Grease | 6,549.63 |
| Storage | 6,888.19 |
| Tires and Tubes | 8,411.43 |
| Parts - New and Repair | 20,207.65 |
| Garage Labor | 61,441.83 |
| Tools | 604.05 |
| Supplies | 10,541.41 |
| Traveling Expense | 56.20 |
| Insurance | 8,528.64 |
| Miscellaneous | 346.96 |
| Depreciation | 59,570.64 |
| | $ 463,481.68 |
| **Operation of Equipment:** | |
| Salaries (Operators) | $ 48,886.25 |
| Gasoline | 18,352.50 |
| Oil and Grease | 2,144.61 |
| Storage | 3,642.95 |
| Tires and Tubes | 2,457.63 |
| Garage Labor | 29,920.63 |
| Parts - New and Repair | 30,430.76 |
| Tools | 711.22 |
| Supplies | 4,104.64 |
| Insurance | 2,132.83 |
| Traveling Expense | .75 |
| Miscellaneous | 35.88 |
| Depreciation | 51,960.03 |
| | $ 194,780.68 |

## Operation of Plant and Equipment

(2)

| | Expenditure to Dec. 31, 1940 |
|---|---|
| **Operation of Garages:** | |
| Salaries | $ 148,733.57 |
| Gasoline | 496.86 |
| Oil and Grease | 133.67 |
| Office Equipment | 706.11 |
| Repair Parts | 2,101.64* |
| Tools | 2,038.66 |
| Materials and Supplies | 7,621.60 |
| Rent | 5,738.21 |
| Heat and Light | 11,726.64 |
| Freight and Express | 445.20 |
| Telephone | 3,835.79 |
| Traveling Expense | 3,126.19 |
| Compensation and Medical | 890.86 |
| Postage | 359.76 |
| Tabulator Rent | 4,443.89 |
| Maintenance and Betterment | 6,617.77 |
| Depreciation | 4,124.70 |
| | $ 198,937.84 |
| TOTAL COST OF OPERATION OF PLANT & EQUIPMENT | $1,063,279.53 |

* RED figure.

## Distribution to Using Divisions

| **Division:** | Expenditure to Dec. 31, 1940 |
|---|---|
| General Administration | $ 15,977.85 |
| Auditing & Accounting | 21.68 |
| Purchasing | 28.90 |
| Laboratory | 12,200.39 |
| Construction General | 1,305.05 |
| " W.P.A. Projects | 35,489.93 |
| " Roads | 40,058.12 |
| " Bridges | 10,155.22 |
| Survey and Plans | 26,306.65 |
| State-Wide Highway Planning | 2,962.24 |
| Negotiation and Title Div. | 11,136.26 |
| Condemnation Division | 2,565.29 |
| Projects " | 21,024.49 |
| Maintenance " | 871,395.83 |
| Electrical " | 12,351.33 |
| Stores Account | 300.30 |
| TOTAL - | $1,063,279.53 |

Schedule #30

## Analysis of W. P. A. (State's Share) Funds

As of December 31, 1940

| | | Total | Expenditure to Dec. 31, 1940 | Balance of Commitments Dec. 31, 1940 |
|---|---|---|---|---|
| Primary Projects Contracted for | Schedule #31 | $ 1,951,388.10 | $ 1,203,623.17 | $ 747,764.93 |
| Secondary " (Maint. Div. in Work) | " #32, 32-A | 1,367,811.86 | 675,403.99 | 692,407.87 |
| Balance of Program as of Dec. 31, 1940 | " #33 | 1,064,068.84 | 0 | 1,064,068.84 |
| T O T A L - | | $ 4,383,268.80 | $ 1,879,027.16 | $ 2,504,241.64 |

W. P. A. Construction-Primary Projects
State Highway System
Expenditure January 1st to December 31st, 1940

Schedule #31

| Proj.# | | Location | Description of Work | County | Balance of Sponsor's Commitment Jan.1, 1940 | Sponsor's Commitment 1940 Projects | Adjustment of Commitments On | Adjustment of Commitments Off | Total | 1940 Sponsor's Expenditure Certified | Balance of Sponsor's Commitment Dec.31,1940 | % of Completion |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P-6 | S-3 | Sta. 140/00 to Rt. #2, Rutherford | Const. New Road | Bergen | $ 46,797.44 | $ 0 | $ 54,153.71 | $ 0 | $ 100,951.15 | $ 100,951.15 | $ 0 | 100% |
| P-8 | 6 | Lexington Ave. to Main St., Clifton | Excavate, drain, asphalt, macadam | Passaic | 24,828.22 | 0 | 0 | 5,345.74 | 19,482.48 | 19,482.48 | 0 | 100 |
| P-17 | S4B | Sec. 2, Lafayette Ave. to Bergen-Passaic Co. Line | Clear,Grade,Drain | " | 37,339.60 | 0 | 0 | 10,785.41 | 26,554.19 | 26,554.19 | 0 | 100 |
| P-20 | 6 | Valley Rd.-Hazel Ave., Clifton, Sec. #8-B | Clear,Grade,Drain and Topsoil | " | 23,267.35 | 0 | 4,283.08 | 0 | 27,550.43 | 27,550.43 | 0 | 100 |
| P-22&23 | 25 | Sec.#32, Port St., Newark to Neck Lane, Elizabeth | Grading | Essex & Union | 273,750.61 | 0 | 0 | 0 | 273,750.61 | 192,104.81 | 81,645.80 | 100 |
| " | " | Sec.#32, Port St., Newark, to Neck Lane, Elizabeth | Material for fill | " " " | 25,818.81 | 0 | 0 | 0 | 25,818.81 | 11,340.15 | 14,478.66 | - |
| P-25 | 6 | Denville Relocation | Grading | Morris | 41,060.74 | 0 | 0 | 7,960.11 | 33,100.63 | 33,100.63 | 0 | 100 |
| P-26 | 4 | Marmora-Beesleys Point | S.L.R. Concrete | Cape May | 42,874.45 | 0 | 2,000.00 | 0 | 44,874.45 | 29,952.18 | 14,922.27 | 99 |
| P-27 | 27&28 | C.L. Westville Ave.,Elizabeth from Elmora Ave. to Cherry Street | S.L.R. Concrete | Union | 29,956.78 | 0 | 0 | 1,380.58 | 28,576.20 | 28,576.20 | 0 | 100 |
| P-28 | 6 | Union Ave. to Valley Rd. | Grading | Passaic | 235,768.71 | 0 | 500.00 | 6,325.03 | 229,943.68 | 153,424.16 | 76,519.52 | 84 |
| P-28 | 6 | " " " " " | Bridge Const. | " | 18,692.85 | 0 | 0 | 500.00 | 18,192.85 | 14,383.59 | 3,809.26 | 100 |
| P-29 | 4 | Cheesequake-Browntown | Grading | Middlesex | 92,045.76 | 0 | 0 | 2,000.00 | 90,045.76 | 70,476.57 | 19,569.19 | 100 |
| P-30 | 25 | Deans to Cranbury | " | " | 150,554.78 | 0 | 5,000.00 | 0 | 155,554.78 | 125,972.73 | 29,582.05 | 97 |
| P-31 | 28 | Lebanon Relocation | " | Hunterdon | 84,730.41 | 0 | 0 | 0 | 84,730.41 | 51,978.19 | 32,752.22 | 96 |
| P-32&33 | 39 | Bordentown to White Horse | " | Burl.& Mercer | 46,086.56 | 0 | 0 | 0 | 46,086.56 | 35,046.59 | 11,039.97 | 100 |
| P-34&35 | 25 | " " Robbinsville | " & Drainage | " " " | 54,992.45 | 0 | 0 | 0 | 54,992.45 | 41,276.96 | 13,715.49 | 100 |
| P-36 | 51 | Bridgeport to Swedesboro-Woodbury Road | Grading | Gloucester | 33,525.88 | 0 | 0 | 0 | 33,525.88 | 26,148.91 | 7,376.97 | 100 |
| P-37 | 28 | No. Branch to Somerville | " & Drainage | Somerset | 0 | 116,623.95 | 0 | 0 | 116,623.95 | 41,796.45 | 74,827.50 | 46 |
| P-38&39 | S4B | Sections 1 & 2 | Stone for Const. Stone Walls | Bergen & Passaic | 0 | 14,660.80 | 0 | 0 | 14,660.80 | 2,754.19 | 11,906.61 | - |
| P-43 | S-24-3 | Elmora Ave., from Westfield Ave.-Clifton Ave. | S.L.R. Concrete | Union | 0 | 24,438.49 | 0 | 2,294.39 | 22,144.10 | 22,144.10 | 0 | 100 |
| P-44 | 25 | 8E - East Grand St. to Elizabeth Traffic Circle, Shoulder Paving | Reinf. Concrete | " | 0 | 89,518.03 | 0 | 0 | 89,518.03 | 70,804.33 | 18,713.70 | 97 |
| P-45 | 35 | 12B & 13B Smith St. to Green St., Shoulder Paving | " " | Middlesex | 0 | 69,757.76 | 12,677.03 | 0 | 82,434.79 | 70,751.11 | 11,683.68 | 99 |
| P-52 | 1 | Danforth Ave. to Hudson Co. Boulevard | P. Macadam | Hudson | 0 | 57,137.59 | 0 | 0 | 57,137.59 | 7,053.07 | 50,084.52 | 18 |
| P-53 | | So. Main St.-Lambertville | R. Conc. | Hunterdon | 0 | 141,070.55 | 0 | 0 | 141,070.55 | 0 | 141,070.55 | 0 |
| P-53 | | " " " " | Bridge | " | 0 | 7,700.00 | 0 | 0 | 7,700.00 | 0 | 7,700.00 | 0 |
| P-54 | | Drainage & Shoulder Paving through Dayton | Bit. Conc. | Middlesex | 0 | 26,366.97 | 0 | 0 | 26,366.97 | 0 | 26,366.97 | 0 |
| | | Reserve for Contingencies | | | 0 | 100,000.00 | 0 | 0 | 100,000.00 | 0 | 100,000.00 | - |
| | | TOTAL - | | | $1,262,091.40 | $ 647,274.14 | $ 78,613.82 | $ 36,591.26 | $1,951,388.10 | $1,203,623.17 | $747,764.93 | |

W.P.A. Betterment Projects
Expenditure and Commitments
As of December 31, 1940

Schedule #32

| Proj. | Rt. | Location | Description | County | W.P. # 1014- | Balance of Sponsor's Commitments Dec.31,1939 | Transfers From | Transfers To | Total Allocations Dec.31,1940 | Sponsor's Expenditures Dec.31,1940 | Balance of Sponsor's Commitments Dec.31,1940 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| B-11 | 45 | Mullica Hill to Mantua | Grading & Widening Shoulders | Gloucester | 8-2 | $ 15,990.13 | $ 0 | $ 0 | $ 15,990.13 | $ 1,990.56 | $ 13,999.57 |
| B-29 | 46 | Oldmans Creek to Mullica Hill | Widening & Grading " | " | 8-4 | 0 | 0 | 369.30 | 369.30 | 369.30 | 0 |
| B-38 | 39 | Indian Mills to Oak Shade | " State Highway | Burlington | 3-4 | 10,547.93 | 0 | 0 | 10,547.93 | 1,374.61 | 9,173.32 |
| B-57 | 48 | Vicinity of Shaystown | Construction Storm Drain | Salem | 17-5 | 0 | 0 | 8.74 | 8.74 | 8.74 | 0 |
| B-58 | 48 | Penns Grove to Biddle Creek | " " Sewer | " | 17-6 | 618.98 | 0 | 86.98 | 705.96 | 695.96 | 10.00 |
| B-121 | 42 | Chews Landing | Const. Sidewalk Curb | Camden | 4-55 | 1,149.35 | 0 | 247.79 | 1,397.14 | 1,397.14 | 0 |
| B-123 | 49 | Within Boro of Shiloh | " Conc. Sidewalk | Cumberland | 6-11 | 0 | 0 | 10.75 | 10.75 | 10.75 | 0 |
| B-129 | 44 | Deepwater | " Storm Drainage | Salem | 17-12 | 1,306.95 | 0 | 408.91 | 1,715.86 | 1,574.45 | 141.41 |
| B-132 | 43 | Haddon Heights | Storm Drain Construction | Camden | | 37,139.21 | 0 | 0 | 37,139.21 | 35,403.03 | 1,736.18 |
| B-134 | 39 | Sec. 4,5&6 Southampton Twp. | Installation Drain Pipes | Burlington | 3-33 | 0 | 0 | 66.36 | 66.36 | 66.36 | 0 |
| B-135 | 4 | Battle Monument at Chestnut Neck | Drainage & Landscape | Atlantic | 1-29 | 2,512.00 | 0 | 3,910.97 | 6,422.97 | 6,143.60 | 279.37 |
| B-136 | 40 | Sec. 6 Pemberton Twp. | Landscaping Right of Way | Burlington | 3-37 | 75,000.00 | 0 | 42,785.86 | 117,785.86 | 117,505.37 | 280.49 |
| B-138 | 49 | Sec. 5 Millville | Gravel Sidewalk & Drainage | Cumberland | 6-18 | 3,068.24 | 0 | 0 | 3,068.24 | 2,058.85 | 1,009.39 |
| B-141 | 4N | Boro of Ocean Port | Const. Storm Sewer | Monmouth | 13-53 | 1,896.00 | 0 | 0 | 1,896.00 | 259.53 | 1,636.47 |
| B-142 | 42 | Sec. 8, Near Cross Keys | " " Drainage | Gloucester | 8-29 | 0 | 0 | 9.00 | 9.00 | 9.00 | 0 |
| B-143 | 47 | Franklinville | " " Sewer & Sidewalk | " | 8-30 | 10,865.49 | 0 | 5,824.30 | 16,689.79 | 16,100.48 | 589.31 |
| B-144 | 47 | Sec. 9, Washington Twp. | " " " | " | 8-31 | 0 | 0 | 13.72 | 13.72 | 13.72 | 0 |
| B-147 | 50 | Corbin City-Estelle Manor | Drainage, Topsoil & Seeding | Atlantic | 1-35 | 1,022.38 | 0 | 1,074.05 | 2,096.43 | 2,074.23 | 22.20 |
| B-150 | 46 | Sec. 4, Deerfield Twp. | Gutter, Pavement, Sidewalk | Cumberland | 6-22 | 0 | 0 | 7.70 | 7.70 | 7.70 | 0 |
| B-151 | 48 | Sec. 19, Pittsgrove | Drainage, Topsoil & Seeding | Salem | 17-14 | 700.00 | 0 | 0 | 700.00 | 538.36 | 161.64 |
| B-152 | 4N,36 | Eatontown-Union Beach | Const. Drainage | Cumberland | 13-56 | 640.48 | 0 | 3,578.04 | 4,218.52 | 4,007.76 | 210.76 |
| B-153 | 4 | Howell Twp. | Drainage Improvements | Monmouth | 13-57 | 0 | 0 | 13.76 | 13.76 | 13.76 | 0 |
| B-154 | 25 | Sec. 12 Delran | Const. Drain & Pavement | Burlington | 3-49 | 0 | 0 | 13.00 | 13.00 | 13.00 | 0 |
| B-155 | 4N | Sec. 6, W. Long Branch Boro | " " & Asphalt Surface | Monmouth | 13-59 | 0 | 0 | 29.35 | 29.35 | 29.35 | 0 |
| B-156 | S-41 | Prospect Ave.,Southerly Berlin Twp. | Combination Drain, Curb, Appurtenant Work | Camden | 4-74 | 0 | 0 | 3.00 | 3.00 | 3.00 | 0 |
| B-157 | 50 | Hamilton Twp. | Drain,Pavem't,Headwalls,Curb | Atlantic | 1-39 | 0 | 0 | 5.00 | 5.00 | 5.00 | 0 |
| B-159 | 48 | Dutch Row Road, Pittsgrove Twp. | " " Curb | Salem | 17-15 | 2,779.50 | 0 | 291.19 | 3,070.69 | 3,038.51 | 32.18 |
| B-161 | 45 | W. Deptford & Mantua Twp. | " Curb & Gravel Surface | Gloucester | 8-34 | 373.00 | 0 | 2,127.00 | 2,500.00 | 2,454.90 | 45.10 |
| B-162 | S-40 | Sec. 1, Stafford Twp. | Borrow,Excavation & Guard Rail | Ocean | 15-13 | 18,456.55 | 0 | 0 | 18,456.55 | 8,729.03 | 9,727.52 |
| B-163 | 25 | Potts Mill Rd., Florence Twp. | Drain, Curb & Headwall | Burlington | 3-53 | 500.00 | 0 | 0 | 500.00 | 242.68 | 257.32 |
| B-164 | 27 | Sec. 6 at Lawrenceville Country Club | " " " | Mercer | 11-34 | 500.00 | 0 | 281.21 | 781.21 | 692.61 | 88.60 |
| B-165 | 45 | Rt. 48 to Woodstown Boro Line | " " Pavem't,Shoulders | Salem | 17-16 | 4,934.41 | 0 | 4,220.62 | 9,155.03 | 9,019.34 | 135.69 |
| B-166 | S-41 | Berlin and Waterford Twps. | " " & Headwalls | Camden | 4-78 | 0 | 0 | 85.72 | 85.72 | 85.72 | 0 |
| B-167 | 39 | Oakshade to Pemberton Road | " Seed, Guard Rail | Burlington | 3-54 | 63,350.89 | 0 | 0 | 63,350.89 | 22,694.86 | 40,656.03 |
| B-168 | 48 | Sec. 20, Pole Tavern Circle, West | " Topsoil & Seed | Salem | 17-18 | 6,139.00 | 0 | 0 | 6,139.00 | 266.25 | 5,872.75 |
| B-169 | 47 | Boro of Glassboro | " Pavem't, Topsoil & Seed | Gloucester | 8-35 | 3,875.26 | 0 | 0 | 3,875.26 | 3,102.25 | 773.01 |
| B-171 | 27 | " " Roselle-Elizabeth | Safety Island, Curb, Sidewalk | Union | 20-27 | 8,176.70 | 0 | 0 | 8,176.70 | 981.66 | 7,195.04 |
| B-172 | 35 | Keansburg Rd. Sta., Holmdel Twp. | Storm Sewer, Topsoil & Seed | Monmouth | 13-73 | 13,813.29 | 0 | 1,490.67 | 15,303.96 | 15,051.90 | 252.06 |
| B-173 | 48 | Tilton Rd. to McKee City | Safety Island, Curb, Pavement | Atlantic | 1-41 | 46,438.24 | 0 | 0 | 46,438.24 | 34,165.62 | 12,272.62 |
| B-174 | 43 | Sec. 12, Mullica Twp. | Storm Drain, Topsoil & Seed | " | 1-42 | 6,465.46 | 0 | 555.78 | 7,021.24 | 6,848.72 | 172.52 |
| B-175 | 48 | Between Pleasantville & Atl. City | Widening, Const., Pavement | " | 1-42 | 14,261.76 | 0 | 28,192.21 | 42,453.97 | 41,882.11 | 571.86 |
| B-177 | 23 | Smith Mills to Stockholm | " State Highway | Passaic | | 5,501.24 | 0 | 12,072.06 | 17,573.30 | 17,573.30 | 0 |
| B-178 | 4 | E.Appro. to Passaic Riv. Br. | Const. Safety Is.,Pavemt., Shoulders | Bergen | 2-68 | 4,330.00 | 0 | 0 | 4,330.00 | 3,951.20 | 378.80 |
| B-179 | 43 | Galloway Twp. | Storm Drains,Curb,Pavement, Seeding | Atlantic | 1-44 | 2,839.00 | 0 | 1,935.24 | 4,774.24 | 4,581.98 | 192.26 |
| B-180 | 45 | South Harrison Twp. | Drainage Improvements | Gloucester | 8-40 | 2,360.00 | 0 | 404.75 | 2,764.75 | 2,741.04 | 23.71 |
| B-181 | 44,48 | Carney's Point & Penns Grove | " & Traffic Island | Salem | 17-21 | 15,574.00 | 0 | 494.75 | 16,068.75 | 11,392.18 | 4,676.57 |
| B-183 | 4N,35 | Boro of Belmar-Wall Twp. | Drainage,Curb,Sidewalk & Shoulders | Monmouth | 13-76 | 6,758.00 | 0 | 4,851.48 | 11,609.48 | 11,609.48 | 0 |
| B-184 | 1 | Palisades Ave. to N.Y.State Line | Landscaping,Clearing,Rock Excav. | Bergen | 2-71 | 20,694.04 | 0 | 28,516.96 | 49,211.00 | 15,314.21 | 33,896.79 |
| B-139 | 45 | Boro of Lavalette | Storm Drain Construction | Ocean | 15-12 | 6,973.00 | 0 | 0 | 6,973.00 | 5,581.05 | 1,391.95 |
| B-158 | 45 | Camden Connecting Road | Drainage | Camden | 4-75 | 4,015.00 | 0 | 0 | 4,015.00 | 1,645.04 | 2,369.96 |

W.P.A. Betterment Projects
Expenditure and Commitments
As of December 31, 1 9 4 0

Schedule #32-A

| Proj. | Rt. | Location | Description | County | W.P. # 1014 - | Bal. Sponsors Commitments Dec.31,1939 | Transfers From | Transfers To | Total Allocations Dec.31,1940 | Sponsor's Expenditures Dec.31,1940 | Bal. Sponsor's Commitments Dec.31,1940 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Fernwood Garage Building | | Mercer | - | $ 0 | $ 0 | $ 4,354.45 | $ 4,354.45 | $ 3,961.92 | $ 392.53 |
| | | Undistributed | | | | 0 | 0 | 12,982.97 | 12,982.97 | 12,982.97 | 0 |
| | | Reserve | | | | 24,188.02 | 0 | 2,151.93 | 26,339.95 | 0 | 26,339.95 |
| B-187 | 43 | Sec. 11A Winslow Twp. | Const. Drain & Curbs | Camden | 4-98 | 0 | 0 | 6,458.00 | 6,458.00 | 4,907.75 | 1,550.25 |
| P-40 | 54 | Hammonton-Landsville Rd. | Excav.,Storm Drain,Topsoiling,Seeding | Atlantic | 1-50 | 0 | 0 | 350,000.00 | 350,000.00 | 181,365.44 | 168,634.56 |
| B-116 | 43 | Town of Hammonton | Storm Drain | " | 1-21 | 0 | 0 | 12.83 | 12.83 | 12.83 | 0 |
| B-185 | 49 | Bridgeton & Hopewell Twps. | " Drainage | Cumberland | 6-29 | 0 | 0 | 9,885.00 | 9,885.00 | 9,174.00 | 711.00 |
| B-186 | 44 | Gibbstown, Greenwich Twp. | " " | Gloucester | 8-42 | 0 | 0 | 3,091.92 | 3,091.92 | 3,052.10 | 39.82 |
| B-188 | S-1 | Sec. #1 Fort Lee | Const. Rubble Masonry, Guard Rail | Bergen | 2-84 | 0 | 0 | 14,750.00 | 14,750.00 | 1,327.59 | 13,422.41 |
| B-189 | 4 | Sec. 30, Eagleswood Twp. | Storm Drainage | Ocean | 15-18 | 0 | 0 | 7,447.48 | 7,447.48 | 7,438.68 | 8.80 |
| B-195 | 27 | Sec. 3, City of New Brunswick | Drainage Improvements | Middlesex | 12-44 | 0 | 0 | 7,887.00 | 7,887.00 | 1,058.23 | 6,828.77 |
| B-190 | 4 | Oceanview | " ,Topsoiling,Seeding | Cape May | 5-30 | 0 | 0 | 2,535.53 | 2,535.53 | 2,519.13 | 16.40 |
| B-200 | 47 | Landis Twp.-Butler Ave. | Drainage | Cumberland | 6-31 | 0 | 0 | 4,940.00 | 4,940.00 | 4,036.17 | 903.83 |
| B-191 | S-41 | Palmyra-Cinnaminson Twp. | Construct Storm Drain & Curb | Burlington | 3-70 | 0 | 0 | 4,500.00 | 4,500.00 | 2,857.08 | 1,642.92 |
| B-192 | 48 | Sec. 25 to Tilton Rd. to New Road | Constr. Drain,Pavemt., Topsoil | Atlantic | 1-54 | 0 | 0 | 8,204.00 | 8,204.00 | 729.89 | 7,474.11 |
| B-193 | 27 | Sec. 3 Franklin Twp. | " " | Somerset | 18-37 | 0 | 2,967.00 | 2,967.00 | 0 | 0 | 0 |
| B-194 | 33 | Millstone Twp. | " " & Shoulder | Monmouth | 13-82 | 0 | 0 | 1,089.00 | 1,089.00 | 930.24 | 158.76 |
| B-198 | 43 | Egg Harbor | Drain, Pavement, Sidewalk | Atlantic | 1-56 | 0 | 0 | 14,160.00 | 14,160.00 | 8,873.39 | 5,286.61 |
| B-199 | 43 | Elwood | " , Gravel Pavmt.,Topsoil | " | 1-57 | 0 | 0 | 7,236.00 | 7,236.00 | 4,079.67 | 3,156.33 |
| B-203 | 25 | Robbinsville-Hightstown | Curb & Topsoil | Mercer | 11-44 | 0 | 0 | 28,992.00 | 28,992.00 | 721.97 | 28,270.03 |
| N.Y.A. | | Hightstown | Construct Garage | " | | 0 | 0 | 2,692.00 | 2,692.00 | 181.85 | 2,510.15 |
| N.Y.A. | 29 | Lambertville | Demolish Building | Hunterdon | | 0 | 0 | 2,125.00 | 2,125.00 | 44.66 | 2,080.34 |
| N.Y.A. | 25 | Woodbridge Twp. | Const. Fence & Garage | Middlesex | | 0 | 0 | 7,926.46 | 7,926.46 | 6,079.86 | 1,846.60 |
| N.Y.A. | | Fernwood Garage | " Grease Bldg. | Mercer | | 0 | 0 | 2,898.07 | 2,898.07 | 2,350.58 | 547.49 |
| N.Y.A. | | " " | " Photographic Bldg. | " | | 0 | 0 | 4,572.50 | 4,572.50 | 1,145.62 | 3,426.88 |
| " " " | 29&25 | Newark " | Waterproof Garage & Office Bldg. | Essex | | 0 | 0 | 650.00 | 650.00 | 57.98 | 592.02 |
| " " " | | " " | Constr. Oil House | " | | 0 | 0 | 1,983.00 | 1,983.00 | 800.87 | 1,182.13 |
| B-60 | 32 | Morris Plains-Denville | " 8" Bit. Mac. Surface | Morris | 14-2 | 1,347.00 | 1,347.00 | 0 | 0 | 0 | 0 |
| B-73 | 31 | Chester-Bartley | Grading Shoulders | " | 14-7 | 3,230.00 | 0 | 0 | 3,230.00 | 0 | 3,230.00 |
| B-74 | 23 | Riverdale Circle to Smith Mills | Widen State Highway | " | 14-8 | 1,468.00 | 1,468.00 | 0 | 0 | 0 | 0 |
| B-77 | 47 | Vicinity of Malaga | Constr. 18" R.C. Pipe | Gloucester | 8-10 | 477.00 | 477.00 | 0 | 0 | 0 | 0 |
| B-81 | 31 | Between Woods Tavern & Royce Valley | Grading,Topsoil, C.l. Pipe | Somerset | 18-4 | 1,575.00 | 0 | 0 | 1,575.00 | 0 | 1,575.00 |
| B-82 | 31 | " Bedminster & Gladstone | Drainage & Cobble Gutters | " | 18-5 | 3,220.00 | 3,220.00 | 0 | 0 | 0 | 0 |
| B-83 | 6 | Great Meadows | Constr. Storm Drains | Warren | 21-3 | 972.00 | 0 | 0 | 972.00 | 0 | 972.00 |
| B-85 | 31 | County Line to Chester Boro | " Cobble Gutter | Morris | 14-12 | 3,200.00 | 0 | 0 | 3,200.00 | 0 | 3,200.00 |
| B-86 | 24 | Port Colden to Stephensburg Rd. | | | | | | | | | |
| | S-24 | Stephensburg Rd. to Mt. Ave. | Excav., Topsoil, Seeding | Warren | 21-4 | 5,250.00 | 5,250.00 | 0 | 0 | 0 | 0 |
| B-182 | 49,S49 | County Line to Rio Grande | Drainage,Shoulders & Slopes Prot. | Cape May | 5-26 | 41,456.00 | 0 | 0 | 41,456.00 | 0 | 41,456.00 |
| B-197 | 40 | Sec. 5, Red Lion Circ.-Buddtown | Landscaping & Drainage | Burlington | 3-72 | 0 | 0 | 115,888.00 | 115,888.00 | 0 | 115,888.00 |
| B-196 | 30 | Sec. 1, East Amwell Twp. | Drainage Improvements | Hunterdon | 10-21 | 0 | 0 | 1,817.00 | 1,817.00 | 0 | 1,817.00 |
| B-201 | 45 | Salem City | " " | Salem | 17-21 | 0 | 0 | 8,924.00 | 8,924.00 | 0 | 8,924.00 |
| B-205 | 31 | Sec. 11 Andover Boro | Road, Culvert & Drainage | Sussex | 19-8 | 0 | 0 | 39,462.00 | 39,462.00 | 0 | 39,462.00 |
| B-204 | 47,48(1927) | Sec.7&16 Franklin Twp. | Drainage Improvements | Gloucester | 8-46 | 0 | 0 | 19,390.00 | 19,390.00 | 0 | 19,390.00 |
| B-26 | 49 | Port Elizabeth-Delmont | Widen State Highway | Cumberland | 6-4 | 0 | 0 | 15,490.00 | 15,490.00 | 0 | 15,490.00 |
| B-76 | 45 | Woodstown-Oldmans Creek | " " " | Salem | 17-9 | 0 | 0 | 9,770.00 | 9,770.00 | 0 | 9,770.00 |
| B-89 | 30 | L.V.R.R. and Pachers Island | Conc. Pavement & Guard Rail | Hunterdon | 10-5 | 0 | 0 | 3,343.00 | 3,343.00 | 0 | 3,343.00 |
| B-120 | 4 | Mullica Riv. Bridge, Southerly | Relocate & Reconst a sec. of Rt. 4 | Atlantic | 1-24 | 0 | 0 | 30.00 | 30.00 | 30.00 | 0 |
| | | T O T A L - | | | | $507,948.50 | $14,729.00 | $874,592.36 | $1,367,811.86 | $676,039.72 | $691,772.14 |
| | | Credits - | | | | | | | | Cr. - 635.73 | 635.73 |
| | | T O T A L - | | | | | | | | $675,403.99 | $692,407.87 |

Balance of W. P. A. Sponsor's Construction Program - As of December 31st, 1940

| Proj. # | Rt. | Sec. | Local Name | Type | County | Amount |
|---|---|---|---|---|---|---|
| P-55 | S3 | 3 | Passaic Ave. to Valley Rd. | Grading | Passaic | $ 219,402.59 |
| - | 4 | 1-B | So. Amboy-Cheesequake | Widening | Middlesex | 280,000.00 |
| - | 6 | 21-A | Denville Relocation | Paving | Morris | 170,000.00 |
| - | 25 | - | Newark Viaduct Widening (Partial Funds Only)(Total funds needed $275,000.00) | Embankment | Essex | 94,666.25 |
| - | 38 | - | Route #34 to Route #35 | Grading | Monmouth | 300,000.00 |
| | | | T O T A L - | | | $1,064,068.84 |

## Works Program Highway Projects

| | |
|---|---|
| Funds held for Engineering and Inspection | $ 241.60 |
| Balance of Funds Not Contracted for as of Dec. 31st, 1940 | 7,749.49 |
| | $ 7,991.09 |

## Federal Works Program Grade Crossing Fund
## Grade Crossing Projects Contracted for
## Projects Previous to 1940

| Rt. | Sec. | Local Name | County | Proj. # | Contract Bal. Owing Jan.1, 1940 | Contingencies Jan.1, 1940 | Total | Adjustment of Contingencies On | Adjustment of Contingencies Off | Total | Expenditure to Dec.31, 1940 | Balance of Commitment Dec.31, 1940 | % of Completion Dec.31,1940 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S3 | 4B | N.Y.S. & W. R.R. Bridge & Approach | Passaic | WPGM 137 | $ 0 | $ 6,086.63 | $ 6,086.63 | $ 0 | $ 6,086.63 | $ 0 | $ 0 | $ 0 | 100% |
| | | Force Account Work: | | | | | | | | | | | |
| | | Erie R.R. Co. | " | " " | 7,833.58 | 0 | 7,833.58 | 1,112.09 | 0 | 8,945.67 | 8,945.67 | 0 | 100 |
| | | State Highway | " | " " | 4,000.00 | 0 | 4,000.00 | 0 | 4,000.00 | 0 | 0 | 0 | 100 |
| Co. Rd. | | Deans Rd. at P.R.R. Grade Crossing Elimination | Middlesex | WPGS 143 | 0 | 11,139.66 | 11,139.66 | 0 | 0 | 11,139.66 | 0 | 11,139.66 | 100 |
| | | Force Account Work: | | | | | | | | | | | |
| | | Penna. R.R. Co. | " | " " | 2,761.53 | 0 | 2,761.53 | 0 | 0 | 2,761.53 | 0 | 2,761.53 | 100 |
| | | State Highway Department | " | " " | 800.00 | 0 | 800.00 | 0 | 0 | 800.00 | 0 | 800.00 | 100 |
| Twp. Rd. | | Talmadge Rd., Grade Crossing Elimination | " | " 148 | 0 | 8,610.62 | 8,610.62 | 0 | 8,610.62 | 0 | 0 | 0 | 100 |
| | | Force Account Work: | | | | | | | | | | | |
| | | Public Service Electric & Gas Company | " | " " | 3,459.40 | 0 | 3,459.40 | 0 | 3,459.40 | 0 | 0 | 0 | 100 |
| | | Penna. R.R. Co. | " | " " | 512.65 | 0 | 512.65 | 7,809.45 | 0 | 8,322.10 | 8,322.10 | 0 | 100 |
| | | Force Account Work: | | | | | | | | | | | |
| Co. Rd. | | West Shore R.R. | Hudson | " 144 | 0 | 0 | 0 | 799.03 | 0 | 799.03 | 799.03 | 0 | 100 |
| | | Force Account Work: | | | | | | | | | | | |
| Co. Rd. | | Erie R.R. Co. | " | WPGM 153A | 812.30 | 0 | 812.30 | 0 | 0 | 812.30 | 812.30 | 0 | 100 |
| City St. | | Reconstruction of Clark St. Bridge over C.R.R., J.C. | " | " 160 | 0 | 5,178.94 | 5,178.94 | 0 | 5,178.94 | 0 | 0 | 0 | 100 |
| | | Force Account Work: | | | | | | | | | | | |
| | | Public Serv. Elec. & Gas Co. | " | " " | 330.00 | 0 | 330.00 | 0 | 330.00 | 0 | 0 | 0 | 100 |
| | | C.R.R. of N.J. & Western Union | " | " " | 1,490.80* | 0 | 1,490.80* | 3,326.73 | 0 | 1,835.93 | 1,835.93 | 0 | 100 |
| | | Bureau of Public Wks., J.C. | " | " " | 915.00 | 0 | 915.00 | 0 | 472.71 | 442.29 | 442.29 | 0 | 100 |
| | | N.J. Bell Telephone Co. | " | " " | 220.00 | 0 | 220.00 | 0 | 220.00 | 0 | 0 | 0 | 100 |
| | | Inspection & Engineering Charges Allowed by the Government | " | " " | 0 | 0 | 0 | 17,118.14 | 0 | 17,118.14 | 17,118.14 | 0 | 100 |
| State H'way - State Highway Planning Projects | | | | | 40,000.00 | 0 | 40,000.00 | 19,757.39 | 0 | 59,757.39 | 59,757.39 | 0 | 100 |
| TOTAL ROADS AND BRIDGES-PROJECTS PREVIOUS TO 1940 | | | | - | $ 60,153.66 | $ 31,015.85 | $ 91,169.51 | $ 49,922.83 | $ 28,358.30 | $ 112,734.04 | $ 98,032.85 | $ 14,701.19 | |

## Analysis of Works Program Grade Crossing Elimination Projects as to Class of Projects As of December 31st, 1940

| Fund | Total | Expenditure | Balance of Commitment |
|---|---|---|---|
| State Highway | $ 34,604.18 | $ 34,604.18 | $ 0 |
| County | 41,871.03 | 27,169.84 | 14,701.19 |
| Township, Borough or City | 36,258.83 | 36,258.83 | 0 |
| | $112,734.04 | $ 98,032.85 | $ 14,701.19 |
| Unobligated Balance | | | $ 24,929.30 |

* RED figure.

# 100% Federal Aid Program for Elimination of Hazards at Railroad Grade Crossings

## - Projects Contracted for Previous to 1940 -

| F. A. Project # | # | Local Name | County | Contract Amount | Contingencies | Total | Adjustment of Contingencies On | Adjustment of Contingencies Off | Expenditure to Dec.31,1940 | Balance of Commitment Dec.31,1940 | % of Completion 12/31/40 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FAGM | 1 | Old Hook Rd., Closter, N.Y.C. R.R. | Bergen | $ 3,312.00 | $ 0 | $ 3,312.00 | $ 0 | $ 0 | $ 1,684.04 | $ 1,627.96 | 100% |
| " | 2 | Durie Ave., Closter & Hayworth, N.Y.C.R.R. | " | 2,928.00 | 0 | 2,928.00 | 0 | 0 | 0 | 2,928.00 | 100 |
| FAGS | 3 | Preakness Ave., Mountain View | Passaic | 10,412.36 | 8,571.45 | 18,983.81 | 0 | 0 | 8,757.80 | 10,226.01 | 100 |
| " | 3 | " " " " Approach | " | 3,491.15 | 358.52 | 3,849.67 | 0 | 0 | 3,411.53 | 438.14 | 100 |
| " | 3 | " " " " D.L.&W. Force a/c | " | 110.90 | 0 | 110.90 | 0 | 0 | 0 | 110.90 | 100 |
| FAGM | 4 | High St., Summit - D.L.&W. R.R. Bridge | Union | 0 | 2,782.52 | 2,782.52 | 0 | 0 | 0 | 2,782.52 | 100 |
| " | 4 | " " " " " " Appro. | " | 0 | 1,889.91 | 1,889.91 | 0 | 0 | 0 | 1,889.91 | 100 |
| " | 4 | " " " " " Force a/c | " | 152.04 | 0 | 152.04 | 0 | 0 | 0 | 152.04 | 100 |
| " | 8 | Roosevelt Ave., Carteret Central R.R. | Middlesex | 40,760.30 | 4,069.70 | 44,830.00 | 0 | 0 | 39,327.01 | 5,502.99 | 100 |
| " | 8 | " " " " " " Overpass | " | 61,883.43 | 6,188.34 | 68,071.77 | 0 | 0 | 60,791.99 | 7,279.78 | 100 |
| " | 8 | " " " Tuscarora Oil Co. Force Account | " | 1,013.00 | 0 | 1,013.00 | 0 | 0 | 0 | 1,013.00 | - |
| " | 8 | Roosevelt Ave., Carteret Western Union Force Account | " | 754.00 | 0 | 754.00 | 0 | 0 | 375.88 | 378.12 | - |
| " | 8 | " " " " C.R.R. of N. J. Force Account | " | 14,215.30 | 315.93 | 14,531.23 | 0 | 0 | 6,659.91 | 7,871.32 | - |
| FAGS | 10 | L.V.R.R. at Grandin Bridge Items | Hunterdon | 8,891.25 | 5,421.93 | 14,313.18 | 0 | 0 | 8,612.78 | 5,700.40 | 100 |
| " | 10 | " " " " Highway & Drainage Items Road Items | " | 10,543.13 | 5,318.25 | 15,861.38 | 0 | 0 | 4,655.43 | 11,205.95 | 100 |
| " | 10 | " " " " L.V.R.R. Force Account | " | 3,216.76 | 0 | 3,216.76 | 0 | 0 | 2,554.00 | 662.76 | - |
| " | 10 | " " " " Preliminary Engineering | " | 4,900.00 | 0 | 4,900.00 | 0 | 0 | 0 | 4,900.00 | - |
| " | 11 | Penn-Reading Seashore Lines at Bridgeport Bridge Items | Gloucester | 13,256.81 | 3,419.34 | 16,676.15 | 0 | 0 | 13,129.89 | 3,546.26 | 100 |
| " | 11 | " " " " " at Bridgeport Approach Road Items | " | 14,043.97 | 6,990.40 | 21,034.37 | 0 | 0 | 10,408.04 | 10,626.33 | 100 |
| " | 11 | Ditto above Force Account | " | 671.00 | 0 | 671.00 | 0 | 0 | 999.94 | 328.94* | - |
| " | 11 | " " Preliminary Engineering | " | 850.00 | 0 | 850.00 | 0 | 0 | 0 | 850.00 | - |
| " | 12 | Penna. Br. at Princeton Jct. Appro. Road Items | Mercer | 10,463.97 | 7,406.03 | 17,870.00 | 0 | 0 | 9,633.60 | 8,236.40 | 100 |
| " | 12 | " " " " Jct. Bridge Items | " | 10,237.36 | 8,497.74 | 18,735.10 | 0 | 0 | 10,989.75 | 7,745.35 | 100 |
| " | 12 | " " " " " P.R.R. Force Account | " | 10,709.75 | 0 | 10,709.75 | 0 | 0 | 6,842.33 | 3,867.42 | 100 |
| FAGM | 118C(2) | Rt. 1 Sec. 1-B, D.L.&W. R.R., Jersey City Bridge Items | Hudson | 17,750.32 | 8,752.10 | 26,502.42 | 0 | 0 | 18,843.27 | 7,659.15 | 100 |
| " | " | Ditto - Bridge Approach | " | 12,283.85 | 826.15 | 13,110.00 | 0 | 0 | 12,124.39 | 985.61 | 100 |
| " | " | " - Western Union | " | 1,480.50 | 0 | 1,480.50 | 0 | 0 | 0 | 1,480.50 | 100 |
| " | " | " - Force Account | " | 19.17* | 0 | 19.17* | 0 | 0 | 0 | 19.17* | 100 |
| " | " | " - Water Works | " | 2,472.00 | 0 | 2,472.00 | 0 | 0 | 0 | 2,472.00 | 100 |
| | | State Highway Planning Project | | 29,553.85 | 0 | 29,553.85 | 0 | 0 | 14,965.33 | 14,588.52 | 100 |
| | | Inspection and Engineering | | 322.70 | 0 | 322.70 | 0 | 0 | 322.70 | 0 | |
| TOTAL PROJECTS PREVIOUS TO - 1940 | | | | $ 290,660.53 | $ 70,808.31 | $ 361,468.84 | $ 0 | $ 0 | $ 235,089.61 | $ 126,379.23 | |
| | | **Projects Contracted for - 1940** | | | | | | | | | |
| FAGS | 9 | Penn-Reading S'shore Lines, Tilton Rd. Road | Atlantic | $ 32,444.80 | $ 3,235.20 | $ 35,680.00 | $ 0 | $ 0 | $ 31,302.41 | $ 4,377.59 | 100% |
| " | 9 | " " " " " " Bridge " | " | 83,969.19 | 8,393.04 | 92,362.23 | 0 | 0 | 83,791.44 | 8,570.79 | 100 |
| " | 9 | " " " " " " Force Acct. " | " | 12,507.77 | 0 | 12,507.77 | 0 | 0 | 6,375.48 | 6,132.29 | - |
| FAGM | 24A | " " " " West Berlin Road item | Camden | 22,047.23 | 2,202.77 | 24,250.00 | 0 | 0 | 0 | 24,250.00 | 29 |
| " | " | " " " " " " Br. " | " | 33,043.43 | 3,260.71 | 36,304.14 | 0 | 0 | 6,985.89 | 29,318.25 | 45 |
| " | " | " " " " " " Force Acct. | " | 6,895.86 | 0 | 6,895.86 | 0 | 0 | 0 | 6,895.86 | - |

* RED figure.

100% Federal Aid Program for
Elimination of Hazards at Railroad
Grade Crossings

- Projects Contracted for - 1940 -

( 2 )

Schedule #36-A

| F. A. Project # | | Local Name | County | Contract Amount | Contingencies | Total | Adjustment of Contingencies On | Adjustment of Contingencies Off | Expenditure to Dec.31,1940 | Balance of Commitment Dec.31,1940 | % of Completion 12/31/40 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FAGM | 26A | Penn-Reading Seashore Lines Signal Flashes at Boro of Berlin | Camden | $ 5,930.00 | $ 0 | $ 5,930.00 | $ 0 | $ 0 | $ 0 | $ 5,930.00 | - |
| " | 6R&26A | Penn-Reading Seashore Lines Haddon Ave. & Keys Milford Road (Road Items) | " | 71,987.14 | 7,190.11 | 79,177.25 | 0 | 0 | 0 | 79,177.25 | 0 |
| " | " | Ditto - (Bridge " ) | " | 163,584.10 | 16,352.54 | 179,936.64 | 0 | 0 | 0 | 179,936.64 | 0 |
| " | " | " - Force Account | " | 4,183.61 | 0 | 4,183.61 | 0 | 0 | 0 | 4,183.61 | - |
| " | " | " - Preliminary Engineering | " | 8,622.50 | 0 | 8,622.50 | 0 | 0 | 0 | 8,622.50 | - |
| FAGS | 35 | Lehigh & Hudson R. R. Co. Flashes at Prices Road | Sussex | 2,000.00 | 0 | 2,000.00 | 0 | 0 | 0 | 2,000.00 | 100% |
| " | 36 | " " " " Flashes at Mulfords Road | " | 2,000.00 | 0 | 2,000.00 | 0 | 0 | 0 | 2,000.00 | 100 |
| " | 37 | " " " " Flashes at Tranquility Road | Warren | 2,000.00 | 0 | 2,000.00 | 0 | 0 | 0 | 2,000.00 | 100 |
| FAGH | 82A | Lehigh & New England R. R. on Rt. 23 Sec. 8B at Sussex Road Items | Sussex | 114,922.53 | 11,487.47 | 126,410.00 | 0 | 0 | 27,466.02 | 98,943.98 | 58 |
| " | " | Ditto - " " Bridge " | " | 120,046.28 | 12,004.14 | 132,050.42 | 0 | 0 | 92,979.05 | 39,071.37 | 87 |
| " | " | " - " " Force Acct. | " | 659.58 | 0 | 659.58 | 0 | 0 | 69.92 | 589.66 | - |
| " | 96B | Penn-Reading R.R. on Rt. 49 Sec. 16 at South Dennis (Bridge Item) | Cape May | 60,823.00 | 6,076.63 | 66,899.63 | 0 | 0 | 50,787.53 | 16,112.10 | 97 |
| " | " | Ditto - Road Item | " " | 167,532.24 | 16,742.76 | 184,275.00 | 0 | 0 | 115,466.76 | 68,808.24 | 78 |
| " | " | " - Force Account | " " | 3,160.37 | 0 | 3,160.37 | 0 | 0 | 357.21 | 2,803.16 | - |
| | | TOTAL 1940 PROJECTS - | | $ 918,359.63 | $ 86,945.37 | $1,005,305.00 | $ 0 | $ 0 | $415,581.71 | $ 589,723.29 | |
| | | T O T A L - | | $1,209,020.16 | $ 157,753.68 | $1,366,773.84 | $ 0 | $ 0 | $650,671.32 | $ 716,102.52 | |

# Balance of Federal Aid Program For Elimination of Hazards and Railroad Grade Crossings as of December 31, 1940

| F. A. Project | | | Local Name | County | Amount |
|---|---|---|---|---|---|
| F.A.G.M. | 25-A | (1) | Height Ave., Berlin Borough Penn-Reading Seashore Lines | Camden | $ 3,940.00 |
| F.A.G.S. | 27-A | (1) | West Ave., Sewarren C. R. R. of N. J. | Middlesex | 130,000.00 |
| F.A.G.M. | 28-A | (1) | Howe Lane, Penna. Railroad | " | 200,000.00 |
| " | 30 | (1) | D.L.&W. R.R. at Danforth Ave., Boros of Madison and Florham | Morris | 75,000.00 |
| " | 31 | (1) | D.L.&W. R.R. at Passaic River View Drive, Totowa Boro | Passaic | 140,000.00 |
| " | 32 | (1) | Penn-Reading Seashore Lines at Red Bank Ave., Woodbury | Gloucester | 39,000.00 |
| " | 33 | (1) | Penn-Reading Seashore Lines at Morgan St., City of Camden | Camden | 150,000.00 |
| F.A.G.S. | 34 | (1) | Penna. R. R. at Park Ave., Pensauken Twp. | " | 5,000.00 |
| " | 49-A | (1) | Rt. #39 & Penna. R.R. at Mile Hollow | Burlington | 55,000.00 |
| " | 144-B | (1) | Rt. #1, Fairview-Bergen Co., N. Y. S. & W. R.R. | Bergen | 72,000.00 |
| | | | State-Wide Highway Planning Project 1-1/2% of Federal 1940 and 1941 Apportionments | - | 14,614.00 |
| | | | | | $ 884,554.00 |
| | | | Reserve for Contingencies | | 40,914.18 |
| | | | | | $ 925,468.18 |

Schedule #38

## Expenditure and Commitments
## Secondary and Feeder Roads
### Federal Aid (50%)
### Projects Previous to - 1940

| Proj.# | Name of Road | County | Type | Mileage | Contract Bal. Owing Jan. 1, 1940 | Contingencies Jan.1, 1940 | Total | Adjustments On | Adjustments Off | Total | Expenditure to Dec.31,1940 | Balance of Commitment Dec.31'40 | % of Completion 12/31/40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F.A.S. 7A(1) | Allamuchy-Hackettstown | Warren | Grad. & Pav. | 2.54 | $ 14,103.78 | $ 10,802.01 | $ 24,905.79 | $ 0 | $ 10,875.60 | $ 14,030.19 | $ 14,030.19 | $ 0 | 100% |
| " " | " - " | " | Bridge | - | 658.16 | 271.95* | 386.21 | 271.95 | 0 | 658.16 | 658.16 | 0 | - |
| " 7B(1) | " -Tranquility Rd. | Sussex | 8" R.C. | .644 | 3,392.84 | 2,377.76 | 5,770.60 | 0 | 2,343.87 | 3,426.73 | 3,426.73 | 0 | 100 |
| " 7B(1) | " - " " | " | 2 small brs. | - | 334.90 | 344.15 | 679.05 | 0 | 344.15 | 334.90 | 334.90 | 0 | 100 |
| " 14A(1) | Stockton-Flemington " Section #1 | Hunterdon | 7"Pen.Mac. | 1.929 | 443.66 | 3,918.52 | 4,362.18 | 0 | 3,918.52 | 443.66 | 443.66 | 0 | 100 |
| " 15A(1) | Quinton-Woodmere | Salem | 6" Gravel | 2.433 | 2,773.49 | 1,134.80 | 3,908.29 | 0 | 1,095.82 | 2,812.47 | 2,812.47 | 0 | 100 |
| " 19A(1) | Flemington-Clinton Rd. | Hunterdon | 6"Pen.Mac. | 1.968 | 5,635.26 | 2,401.28 | 8,036.54 | 0 | 2,155.37 | 5,881.17 | 5,881.17 | 0 | 100 |
| " 20A(1) | Virginia Ave., 3rd Sec. Upper Penns Neck Twp. | Salem | 8" R.C. | 1.044 | 0 | 4,873.46 | 4,873.46 | 0 | 4,873.46 | 0 | 0 | 0 | 100 |
| " 119B(1) | Cream Ridge to Hornerstown | Mon. & Ocean | 8" Sur. tr. Gravel | 2.862 | 16,744.05 | 3,160.02 | 19,904.07 | 0 | 0 | 19,904.07 | 6,899.26 | 13,004.81 | 100 |
| " 119C(1) | Bridge Lahaway Creek | Monmouth | Steel beams | 50 ft. | 17,523.00 | 2,348.80 | 19,871.80 | 0 | 0 | 19,871.80 | 17,954.64 | 1,917.16 | 100 |
| " 129D | Delilah Road Ext. | Atlantic | Trestle Const. | 0.15 | 0 | 3,346.14 | 3,346.14 | 0 | 3,346.14 | 0 | 0 | 0 | 100 |
| " 156B(1) | Monmouth Rd., Sec. #2 Mon. | & Ocean | 6" Gravel | 4.703 | 22,372.88 | 2,501.54 | 24,874.42 | 0 | 0 | 24,874.42 | 22,460.12 | 2,414.30 | 100 |
| " 156B(1) | Same (3 Conc. Bridges) " | " " | - | - | 2,349.49 | 1,860.53 | 4,210.02 | 0 | 0 | 4,210.02 | 1,970.47 | 2,239.55 | 100 |
| " 156C(1) | Monmouth Rd., Sec. 3 " | " " | 6" Gravel | 4.652 | 30,440.06 | 2,098.28 | 32,538.34 | 0 | 0 | 32,538.34 | 28,794.59 | 3,743.75 | - |
| " 156C(1) | " (4 Timber Bridges) " | " " | - | - | 32,053.20 | 3,205.00 | 35,258.20 | 0 | 0 | 35,258.20 | 27,849.55 | 7,408.65 | 100 |
| " 170B(1) | Mercerville-Reeds Mill | Mercer | Grav. & Pav. | .623 | 0 | 5,512.98 | 5,512.98 | 0 | 5,512.98 | 0 | 0 | 0 | 100 |
| " 171(2) | Continuation of Asbury Ave., Extension | Monmouth | 6" Gravel | 1.644 | 1,567.24 | 1,557.53 | 3,124.77 | 0 | 1,257.87 | 1,866.90 | 1,866.90 | 0 | 100 |
| | TOTAL PROJECTS PREVIOUS TO 1940 | | | | $ 150,392.01 | $ 51,170.85 | $ 201,562.86 | $ 271.95 | $ 35,723.78 | $ 166,111.03 | $ 135,382.81 | $ 30,728.22 | |

### Projects Contracted for 1940

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F.A.S. 7C(1) | Allamuchy-Hackettstown | Warren | Culvert | - | $ 2,204.54 | $ 220.45 | $ 2,424.99 | $ 0 | $ 0 | $ 2,424.99 | $ 1,956.71 | $ 468.28 | 100% |
| " " | " " | " | Rein. Conc. | 3.271 | 158,815.39 | 15,881.54 | 174,696.93 | 0 | 0 | 174,696.93 | 127,084.56 | 47,612.37 | - |
| " 14B(1) | Stockton-Flemington | Hunterdon | Bit. " | 2.39 | 49,064.39 | 4,902.61 | 53,967.00 | 0 | 0 | 53,967.00 | 3,204.27 | 50,762.73 | - |
| 15B | Tattletown Rd. Sec. 2 | Salem | Gravel | .792 | 3,250.28 | 325.02 | 3,575.30 | 0 | 0 | 3,575.30 | 3,330.83 | 244.47 | 100 |
| " 15 | " " Bridge | " | Bridge | - | 1,822.30 | 172.40 | 1,994.70 | 0 | 0 | 1,994.70 | 1,829.12 | 165.58 | 100 |
| " 18A | Pittstown-Jutland Rd., Sec. 2 | Hunterdon | Hot. Penet. | 1.34 | 21,876.46 | 2,187.64 | 24,064.10 | 0 | 0 | 24,064.10 | 16,098.97 | 7,965.13 | - |
| " 21A | Pennsville-Salem Sec. #3 | Salem | Rein. Conc. | 2.386 | 97,633.97 | 9,763.40 | 107,397.37 | 0 | 0 | 107,397.37 | 97,396.76 | 10,000.61 | - |
| " 23A | Cuthbert Bridge | Camden | Bridge | - | 52,818.35 | 6,461.65 | 59,280.00 | 0 | 0 | 59,280.00 | 47,740.69 | 11,539.31 | 100 |
| " 23A | " " Approaches | " | Gravel | 0.105 | 5,149.75 | 510.25 | 5,660.00 | 0 | 0 | 5,660.00 | 4,228.56 | 1,431.44 | 100 |
| | TOTAL FOR 1940 PROJECTS | | | | $ 392,635.43 | $ 40,424.96 | $ 433,060.39 | $ 0 | $ 0 | $433,060.39 | $ 302,870.47 | $130,189.92 | |
| | Inspection & Engr. Charges Paid by the Government | | | | 0 | 0 | 0 | 0 | 0 | 15,845.68 | 15,845.68** | 0 | |
| | TOTAL FOR PROJECTS | | | | $ 543,027.44 | $ 91,595.81 | $ 634,623.25 | $ 271.95 | $ 35,723.78 | $615,017.10 | $ 454,098.96 | $160,918.14 | |

$14,914.59 Transferred to General Operating Fund as a credit to Expenditure.
931.09 " " Miscellaneous Receipts.
**$15,845.68

* RED figure.

Secondary and Feeder Roads Fund
Balance of Construction Program
Not Under Contract
As of December 31, 1940

| Project # | Name of Road | County | County, Township or State Funds | Federal Funds | Total |
|---|---|---|---|---|---|
| F.A.S. 23-B (1) | Cuthbert Road Extension | Camden | $ 31,500.00 | $ 31,500.00 | $ 63,000.00 |
| " 38-A | Taunton Lakes to White Horse Pike | Burlington | 20,000.00 | 20,000.00 | 40,000.00 |
| " 39-A | Cassville-Toms River Road-Legler Cut-off | Ocean | 8,000.00 | 8,000.00 | 16,000.00 |
| " 40-A | Old York Road from Crosswicks-Chesterfield Road to Hedding | Burlington | 21,000.00 | 21,000.00 | 42,000.00 |
| " 41-A | Laurel Lake Bridge on Laurel Mills Road | Camden | 18,000.00 | 18,000.00 | 36,000.00 |
| " 42-A | Lambertville-Baptistown Road, Sec. 5 | Hunterdon | 28,000.00 | 28,000.00 | 56,000.00 |
| " 43-A | Brunswick Pike, Sec. 1, from Mercer County Line toward Lambertville | " | 25,000.00 | 25,000.00 | 50,000.00 |
| " 45-A | Wiley Road, Sec. 2, Bridge and Approaches | Salem | 20,000.00 | 20,000.00 | 40,000.00 |
| " 47-A | Raccoon Creek Bridge and Approaches on Woodbury-Swedesboro Road | Gloucester | 35,000.00 | 35,000.00 | 70,000.00 |
| " 48-A | Kingwood-Byram Road | Hunterdon | 24,940.00 | 24,940.00 | 49,880.00 |
| " 50-A | Bridge over Branch of Alloway's Creek on Quinton-Alloway Road | Salem | 8,000.00 | 8,000.00 | 16,000.00 |
| " 51-A | Bridge over Branch of Alloway's Creek on Alloway-Woodstown Road | " | 6,000.00 | 6,000.00 | 12,000.00 |
| " 52-A(1) | Bridge at Fox's Mill over Salem Creek on Pole Tavern-Cohansey Road | " | 7,500.00 | 7,500.00 | 15,000.00 |
| " 52-B(2) | Bridge South of Daretown, over Branch of Alloway's Creek on Pole Tavern-Cohansey Road | " | 3,500.00 | 3,500.00 | 7,000.00 |
| " 55-A | Bridge over Barker's Brook on Burlington-Fort Dix Road | Burlington | 10,000.00 | 9,873.46 | 19,873.46 |
| " 56-A | Bridge over Branch of Rancocas Creek, near New Lisbon, on New Lisbon-Fort Dix Road | " | 12,500.00 | 12,500.00 | 25,000.00 |
| " 57-A(1) | Bridge over Pensauken Creek on Hainesport-Evesboro Road | " | 2,500.00 | 2,500.00 | 5,000.00 |
| " 58-A | Bridge over Branch of Rancocas Creek on Masonville-Lumberton Road | " | 3,000.00 | 3,000.00 | 6,000.00 |
| " 59-A | Bridge over Branch of Rancocas Creek on Lumberton-Vincentown Road | " | 2,000.00 | 2,000.00 | 4,000.00 |
| R.R.(PF)FAS 60 | Survey of Reservation Roads at Fort Monmouth | Monmouth | 0 | 4,000.00 | 4,000.00 |
| | | | $ 286,440.00 | $ 290,313.46 | $ 576,753.46 |
| | Balance of Projects Not Yet Determined | | 216,470.71 | 212,597.25 | 429,067.96 |
| | TOTAL - | | $ 502,910.71 | $ 502,910.71 | $1,005,821.42 |

State of New Jersey
Statement of Assets and Liabilities
As of Dec. 31, 1940

## Federal Works Program Funds

### Federal Works Program W.P.A. Highway Funds

| Assets | | Liabilities | |
|---|---|---|---|
| Cash (Trust Account) | $ 23,577.56* | Liability for Engineering and Inspection Charges | $ 241.60 |
| Federal Aid | 31,568.65 | Balance of Federal Aid Projects not Contracted for | 7,749.49 |
| | $ 7,991.09 | | $ 7,991.09 |

### Federal Works Program W.P.C. Grade Crossing Fund

| Assets | | Liabilities | |
|---|---|---|---|
| Cash (Trust Account) | $ 29,497.75* | Bridge Contracts | $ 3,561.53 |
| Federal Aid | 69,128.24 | " Contingencies | 11,139.66 |
| | | Balance of Federal Aid Projects not Contracted for | 24,929.30 |
| | $ 39,630.49 | | $ 39,630.49 |

### Federal Works Program - Elimination of Hazards and Railroad Grade Crossings

| Assets | | Liabilities | |
|---|---|---|---|
| Cash | $ 74,689.27* | Road Contracts | $ 317,834.84 |
| Federal Aid | 1,716,259.97 | Bridge " | 383,679.06 |
| | | State Planning Project | 14,588.52 |
| | | Balance of Federal Aid Projects not Contracted for | 925,468.18 |
| | $1,641,570.70 | | $1,641,570.60 |

### Federal Works Program - Secondary & Feeder Roads

| Assets | | Liabilities | |
|---|---|---|---|
| Cash | $ 78,454.04 | Road Contracts | $ 120,381.44 |
| Federal Aid | 585,374.81 | Bridge " | 40,536.70 |
| | | Balance of Federal Aid Projects not Contracted for | 502,910.71 |
| | $ 663,828.85 | | $ 663,828.85 |

* Deficit Awaiting Reimbursement from U. S. Government.

# RECAPITULATION
# OF
# ACCOUNTS RECEIVABLE
# DECEMBER 31, 1940

| | |
|---|---|
| Schedule "A" - State Departments | $ 9,293.76 |
| Schedule "B" - Counties & Municipalities | 3,935.24 |
| Schedule "C" - Public Utilities | 396,939.64 |
| Schedule "D" - Outside Parties | 75,912.59 |
| | $ 486,081.23 |

Note Not included in Statement of Assets and Liabilities by ruling of the Attorney General.

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1940

STATE DEPARTMENTS

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| Attorney General's Office | 3/31/36 | Eq. | Repairs to car | $ 142.20 |
| Civil Service Commission | 6/12/33 | Eq. | Rental of truck | 47.38 |
| Commerce & Navigation | 9/15/38 | Elect. | Repairs to bridge | 188.88 |
| Institution & Agencies Dept. | 6/30/39 | Eq. | Rental of truck & materials | 123.24 |
| N.J. State Finance Dept. | 11/25/35 | Eq. | Repairs to car | 370.56 |
| N.J. Fish & Game Comm. | 11/25/40 | Mtn. | Erection of Deer signs | 54.32 |
| N.J. Glen Gardner Sanit. | 9/16/40 | Eq. | Sale of tools | 21.87 |
| N.J. Sate Labor Dept. | 6/30/34 | Eq. | Rental of truck | 45.00 |
| N.J. Motor Vehicle Dept. | 7/11/29 | Eq. | Rental and repairs | 131.05 |
| N.J. National Guard | 9/15/32 | Eq. | Gas, oil & labor | 478.97 |
| N.J. State Planning Board | 3/15/38 | Eq. | Rental of truck | 48.75 |
| N.J. State Police | 8/31/34 | Eq. | Gromets | 3.05 |
| N.J. State Purchasing Dept. | 10/15/36 | Lab. | Testing | 7.11 |
| N.J. State Purchasing Dept. | 12/21/37 | Eq. | Repairs to car & truck rental | 456.61 |
| N.J. Quartermaster General | 2/28/35 | Eq. | Rental of garage | 1,250.00 |
| N.J. Rehabilation Commission | 2/15/35 | Eq. | Rental of truck | 12.75 |
| N.J. State Village Skillman | 4/30/40 | Eq. | Sale of tools | 117.94 |
| N.J. State Tax Dept. | 4/15/35 | Eq. | Rental of truck | 8.00 |
| N.J. Unemployment Relief | 1/15/34 | Eq. | Picks, shovels etc. | 484.90 |
| Rutgers College Trustees | 6/30/37 | Const. | Ex. width Rt. S28 | 2,519.75 |
| Secretary of State | 9/16/35 | Eq. | Rental of truck | 533.70 |
| State House Commission | 8/24/36 | Eq. | Rental of truck | 2,247.73 |
| | | | | $ 9,293.76 |

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1940

COUNTIES & MUNICIPALITIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| Bergen, County of | 12/21/40 | Elect. | Inst. of Traffic Control Signals | $ 500.00 |
| Camden, City of | 8/30/40 | Lab. | Testing | 50.00 |
| Camden, County of | 12/21/40 | Elect. | Traffic light installation | 2,040.07 |
| Essex, County of | 12/31/40 | Lab. | Testing | 7.50 |
| Mercer, County of | 3/31/38 | Elect. | Traffic light installation | 130.08 |
| Moorestown, Twp. of | 6/24/40 | Lab. | Testing | 30.00 |
| Newton Board of Educat. | 8/24/36 | Lab. | Testing | 58.28 |
| *Sussex, County of | 5/29/22 | Eq. | Federal truck parts | 1,080.86 |
| *Sussex, County of | 8/15/27 | Lab. | Testing | 38.45 |
| | | | | $ 3,935.24 |

Note *Referred to Attorney General for collection.

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1940

PUBLIC UTILITIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| *Atlantic City R. R. Co. | 11/30/33 | Br. Const. | Rt. #47-Grade X $ | 127.60 |
| **N. J. & N. Y. R. R. Co. | 12/31/33 | Br. Const. | Rt. #6-Sec. 1F | 40,061.31 |
| **N. J. & N. Y. R. R. Co. | 12/31/31 | Br. Const. | Rt. #4-Sec. #4 | 51,711.89 |
| xPeoples Gas Co. | 10/22/29 | Mtn. | Repairs to drain | 84.90 |
| **Public Service Railway | 5/27/26 | Const. | Hackensack Bridge | 304,916.44 |
| **Public Service Corp. | 8/15/35 | Mtn. | Damage to bridge | 37.50 |
| | | | | $ 396,939.64 |

Note * Referred to E. T. Osborn, Engr. of Grade Crossings
** Referred to Attorney General for collection
x Referred to F. D. Woodruff, Maintenance Division

ACCOUNTS RECEIVABLE
AS OF
DECEMBER 31, 1940

OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| Aaroe, Alice | 3/15/40 | Eq. | Damage to snow plow | $ 44.46 |
| Abbott, R. J. | 1/23/39 | Eq. | Labor and parts for car | 12.91 |
| Acme Cooperage Co. | 1/16/40 | Mtn. | Sale of empty drums & bbls. | 587.00 |
| *Andries, Gus | 12/31/35 | " | Damage to bridge | 121.23 |
| *Adams, Raymond | 12/21/37 | " | Damage to bridge | 38.34 |
| *Adams, Ralph P. | 5/29/37 | " | Damage to guard rail | 11.65 |
| *Agabati Brothers | 11/23/38 | Elect. | Repairs to traffic Light | 131.13 |
| Ahearn, Margaret | 8/30/40 | Mtn. | Damage to lighthouse | 175.65 |
| *Alpha Portland Cement Co. | 10/24/38 | Lab. | Testing | 38.00 |
| Amico, Anthony | 6/24/40 | Mtn. | Damage to reflector | 15.17 |
| *Amlicke, E. S. | 10/13/31 | " | Damage to bridge | 28.94 |
| Anderson, Harry | 10/15/40 | Elect. | Damage to light | 117.87 |
| Anderson, John | 11/24/39 | Mtn. | Damage to gate | 180.85 |
| *Anderson, K. A. | 12/31/35 | Lab. | Inspectors equipment | 5.25 |
| Anderson, Simon | 5/31/40 | Mtn. | Damage to sign | 142.17 |
| *Anna, Carmello D. | 5/29/37 | " | Damage to sign | 191.34 |
| *Applegate, Bart H. | 8/15/35 | " | Damage to bridge | 79.72 |
| *Arfert, Charles | 11/15/37 | Elect. | Damage to lighting | 117.64 |
| Ariano Grove Corp. | 9/30/40 | Elect. | Damage to electric sign | 58.13 |
| *Atlantic Refining Co. | 3/31/36 | Lab. | Testing | 105.00 |
| Axelrod, Jacob J. | 7/22/40 | Elect. | Damage to electric sign | 125.08 |
| *Barnes, Eleck | 12/15/33 | Eq. | Damage to truck | 31.65 |
| *Barber Asphalt Co. | 3/31/36 | Lab. | Testing | 195.00 |
| *Barone, Patrick | 10/23/39 | Mtn. | Injuries to employee | 457.15 |
| *Barnwell Brothers | 9/15/38 | " | Injuries to employee | 377.00 |
| *Barrett Company | 3/31/36 | Lab. | Testing | 15.00 |
| *Bates, Michael | 6/29/35 | Mtn. | Damage to sign | 5.80 |
| *Beakley, M. P. | 11/15/33 | " | Damage to guard rail | 13.82 |
| *Beakly, Mat. | 9/30/38 | Eq. | Damage to car | 8.03 |
| *Bean, Leon | 4/14/38 | " | Damage to car | 10.70 |
| Bearsdale, Helen & Russell | 3/15/40 | Mtn. | Damage to reflector | 16.61 |
| *Beck, F. E. | 12/10/30 | Lab. | Inspectors equipment | 4.70 |
| *Becker, Axel J. | 5/22/31 | Mtn. | Damage to bridge | 57.95 |
| *Bellina, Collogero | 12/31/36 | " | Damage to sign | 24.04 |
| Benjamin, Samuel | 7/22/40 | " | Cost of replacing concrete | 31.00 |
| *Bennett, C.A. | 1/ 1/23 | S.L. | Protexol & Drums | 100.72 |
| Bergman, Charles | 12/21/40 | Mtn. | Damage to guard rail | 16.92 |
| *Berryman, William J. | 7/10/30 | R of W | Balance of Right of Way | 500.00 |
| *Bertell, Clemens C. | 12/31/34 | Mtn. | Damage to sign | 30.30 |
| Bertrand, Sister Mary | 12/31/40 | Eq. | Damage to Chev. truck | 508.56 |
| Bettinger, Frank | 9/16/40 | Mtn. | Damage to lighthouse | 96.39 |
| *Betts, Joseph E. | 3/31/37 | " | Damage to signal | 83.11 |
| *Beuttenmuller, Robert A. | 11/24/39 | " | Damage to signal | 75.97 |
| *Bibba, Fred | 9/30/36 | " | Damage to sign | 39.24 |
| *Bickel, Clifford A. | 11/30/39 | " | Damage to sign | 6.63 |
| *Bilkings, Express Co. | 10/15/36 | " | Damage to bridge | 30.47 |
| *Bischoff, Harry A. | 11/30/38 | " | Damage to sign | .20 |
| *Black, Anna J. | 4/30/35 | " | Damage to guard rail | 18.94 |
| *Black & Klockner | 7/31/21 | Const. | Abandoned contract | 13,841.90 |
| *Bonney, Charles H. | 8/12/29 | Lab. | Inspectors equipment | 12.55 |
| *Boyer, J. W. | 4/23/34 | Mtn. | Damage to sign | 102.95 |
| *Bradshaw, George | 12/31/37 | " | Damage to sign | 18.41 |
| *Brink, William Jr. | 10/23/36 | " | Damage to guard rail | 51.88 |
| *Brown, Martha | 6/30/37 | " | Damage to sign | 19.00 |

ACCOUNTS RECEIVABLE
AS OF
DECEMBER 31, 1940

OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| *Bruzett, Steve | 12/31/35 | Mtn. | Damage to sign | $ 41.85 |
| *Burd, R. D. | 6/14/37 | " | Damage to guard rail | 18.01 |
| *Burns, E. V. | 4/21/32 | Eq. | Damage to car | 61.25 |
| *Burns, Thomas F. | 5/22/31 | " | Parts stolen from car | 10.08 |
| *Busby, Alex | 7/31/35 | Mtn. | Damage to sign | 28.83 |
| *Busch, Peter | 11/ 4/39 | " | Damage to plants | 27.21 |
| *Bush, Thomas | 9/15/38 | " | Damage to sign | 51.05 |
| *Byrd, T. M. | 11/23/38 | " | Damage to flasher | 133.38 |
| *Byrd, Warren | 8/24/36 | " | Damage to guard rail | 30.53 |
| Cahill, Elizabeth M. | 10/15/40 | Elect. | Damage to traffic signal | 1,033.79 |
| *Cahill, G. R. | 3/21/33 | Eq. | Damage to car | 13.44 |
| *Camden Paving Co. | 6/22/31 | Mtn. | Cost of removing equipment | 124.50 |
| *Campbell, Arthur | 1/24/36 | " | Damage to sign | 21.63 |
| *Canter, Harry A. | 9/15/32 | " | Damage to bridge | 32.95 |
| *Canuso, Robert | 5/25/36 | " | Damage to guard rail | 33.69 |
| *Cardinal, James J. | 6/15/39 | " | Damage to signs | 29.81 |
| Carlson, Arthur | 12/21/40 | " | Damage to signs | 25.09 |
| *Cartwright, Isaiah | 11/24/39 | " | Damage to sign | 42.58 |
| *Carey, Lewis | 8/20/31 | " | Injuries to employee | 2,051.97 |
| Chevrolet Motor Co. | 1/16/40 | Eq. | Refinishing bodies | 23.75 |
| *Chuberski, Rose | 12/31/32 | Mtn. | Damage to bridge | 45.77 |
| *Churchill, Francis | 11/30/28 | " | Damage to bridge | 135.24 |
| Clark, Francis | 12/21/40 | Elect. | Damage to sign | 45.72 |
| Clausen, Lawrence H. | 10/15/40 | " | Damage to sign | 49.49 |
| Cohen, Sidney | 4/15/40 | Eq. | Damage to truck | 9.00 |
| *Connolly, Joseph | 9/ 8/38 | Mtn. | Damage to sign | 20.96 |
| xColphalt Company | 11/15/30 | " | Empty drums returned | 26.00 |
| *Colyer, Whitfield | 12/22/30 | Eq. | Damage to car | 86.28 |
| *Conciano, Pasquale | 5/15/37 | Mtn. | Damage to sign | 14.32 |
| Conners, Ed. J. Jr. | 12/21/40 | Elect. | Damage to light | 20.61 |
| *Conover, John | 3/15/39 | Elect. | Damage to sign | 74.68 |
| *Consumers Lumber Co. | 10/26/31 | R of W | Salvaged lumber | 1,000.00 |
| *Cook, Floyd H. | 9/30/36 | Mtn. | Damage to guard rail | 13.94 |
| *Cook, Lille M. | 12/21/37 | " | Damage to bridge | 27.46 |
| *Cooper, James | 2/28/37 | Elect. | Damage to traffic light | 24.18 |
| *Courtney & Cunningham | 3/15/38 | Eq. | Damage to car | 107.54 |
| Cowan, W. T. Trans. Co. | 2/15/40 | Mtn. | Damage to guard rail | 25.94 |
| Czech, Stephen | 5/15/40 | " | Damage to stanchion | 40.77 |
| *D & L Oil Co. | 10/24/38 | R of W | Rental of land | 270.00 |
| *Daly, Irene | 9/30/37 | Mtn. | Damage to guard rail | 34.30 |
| *Dalzell Trucking Co. | 11/ 8/29 | " | Damage to bridge | 1,195.89 |
| Dans & Dans | 9/30/40 | " | Damage to gate | 446.49 |
| *Datore, Joseph | 6/22/36 | " | Damage to bridge | 161.45 |
| *Davis, Isaac W. | 5/25/36 | " | Damage to bridge | 74.76 |
| *Davison, Daniel | 4/30/35 | " | Damage to bridge | 46.81 |
| *Davy, Ralph | 4/30/34 | R of W | Sale of building | 600.00 |
| Degnan, John | 2/15/40 | Mtn. | Damage to guard rail | 36.23 |
| *DeJure, George | 10/23/36 | Eq. | Damage to car | 93.76 |
| *De Kay, Thomas | 9/30/37 | Mtn. | Damage to guard rail | 28.81 |
| *Delaware River Q & Const. | 3/15/33 | Lab. | Testing | 20.00 |
| Demeter, John | 1/25/33 | Eq. | Damage to truck | 7.73 |
| *Dender, Raymond | 9/30/37 | Mtn. | Damage to sign | 26.33 |
| Destefano, Fred J. | 3/15/40 | Elect. | Damage to electric sign | 51.89 |
| *Dever, Samuel | 10/24/38 | Mtn. | Damage to bridge | 35.33 |

ACCOUNTS RECEIVABLE
AS OF
DECEMBER 31, 1940

Schedule #41-F

OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| *De Vino, Louis | 5/31/33 | Mtn. | Damage to bridge | $ 42.61 |
| Dick Turner Freight | 10/31/40 | " | Damage to sign | 60.21 |
| *Dilks, Earl | 11/30/38 | " | Damage to sign | 42.92 |
| Dimidieo, James | 1/16/40 | " | Damage to pipe railing | 47.14 |
| *Distunke, James T. | 11/15/32 | " | Injuries to employee | 268.19 |
| *Dreyer, Albert | 12/21/36 | " | Damage to sign | 81.95 |
| *Dubin, Louis | 2/23/39 | Eq. | Damage to equipment | 222.13 |
| *Dublin, Oliver | 9/9 /31 | Mtn. | Damage to bridge | 453.69 |
| *Dubouis, Adolphe J. | 5/22/31 | " | Damage to bridge | 39.04 |
| Dunbar, Clyde W. | 8/15/40 | " | Damage to sign | 18.72 |
| Duffy & Weir | 12/21/40 | " | Damage to guard rail | 62.75 |
| Dunigan, James A. | 9/30/40 | " | Mtn. Comp. | 152.36 |
| *Dutton, George | 7/21/39 | " | Damage to sign & post | 40.74 |
| *Eagle Grocery Co. | 5/31/30 | Eq. | Damage to car | 42.70 |
| *Edison Cement Co. | 12/31/38 | Lab. | Testing | 19.92 |
| *Edison Portland Cement Co. | 9/22/31 | " | Testing | 93.80 |
| *Egan, George | 3/15/37 | Mtn. | Damage to sign | 18.41 |
| *Elkington, Thomas W. | 11/24/39 | " | Damage to guard fence | 47.37 |
| Engelhorn, John | 6/24/40 | Elect. | Damage to electric sign | 29.49 |
| Eriksen, Just F. | 10/13/31 | Lab. | Standard weights | 9.36 |
| Esposito, Antonio | 1/16/40 | Elect. | Damage to lighting pole | 329.27 |
| *Essman, Maurice | 2/21/30 | Mtn. | Damage to bridge | 117.35 |
| *Ewan, I. C. | 11/23/32 | " | Damage to bridge | 75.76 |
| Faber, Robert | 4/15/40 | Eq. | Repairs to car | 6.00 |
| *Fallis, George | 10/23/36 | Mtn. | Damage to sign | 36.39 |
| *Farrell, John | 3/31/38 | " | Damage to bridge | 107.73 |
| *Fenenicz, Charles | 10/31/37 | " | Damage to bridge | 233.79 |
| *Ferge, Nicholas | 6/15/39 | " & El. | Damage to bridge | 64.75 |
| *Fratto, Samuel | 11/30/36 | Mtn. | Damage to bridge | 162.76 |
| *Freeman, Elizabeth | 10/23/36 | " | Damage to signal | 31.15 |
| Fruesdale, Connie T. | 4/30/40 | " & El. | Damage to bridge | 163.32 |
| Fuchsman, Milton | 12/21/40 | Elect. | Damage to sign | 75.61 |
| *Galabesky, Edward | 8/23/37 | Mtn. | Damage to signal | 114.46 |
| *Galea, Angelo | 3/15/39 | Elect. | Damage to electrical sign | 172.14 |
| *Ganim, Isaac | 6/15/35 | Mtn. | Damage to bridge | 241.90 |
| *Gano, James E. | 11/25/35 | " | Damage to guard rail | 36.06 |
| *Garcia, Howard A. | 6/22/36 | " | Damage to bridge | 162.14 |
| Gardner, Ray M. | 12/21/40 | Mtn. | Injuries to employee | 53.80 |
| *Garlinsky, Joseph | 3/15/38 | Elect. | Damage to light standard | 149.12 |
| *Geschke, Edward | 5/22/31 | Mtn. | Damage to bridge | 144.64 |
| *Gibbs, John | 6/30/37 | " | Damage to sign | 15.28 |
| *Gland, C. E. | 10/31/37 | " | Damage to sign | 35.77 |
| *Goellner, Fred | 10/23/36 | Eq. | Damage to truck | 13.82 |
| Goldstein, Joseph | 11/25/40 | Eq. | Damage to road machine | 460.30 |
| *Goodman, Charles | 7/20/34 | Mtn. | Damage to bridge | 104.17 |
| *Graham, Warren L. | 12/31/32 | " | Damage to bridge | 35.17 |
| *Gramby, Cornelius | 7/31/31 | " | Damage to bridge | 121.63 |
| *Gray, William T. | 4/30/37 | " | Injuries to employee | 581.65 |
| Green, Clem | 12/21/40 | Elect. | Damage to sign | 68.41 |
| *Greengrove, Thomas | 6/30/38 | Mtn. | Damage to guard rail | 19.60 |
| *Greisbaker, Alvin | 9/15/34 | " | Damage to bridge | 111.35 |
| *Grimm, Joseph | 4/30/37 | " | Damage to guard rail | 21.19 |
| *Grob, Andrew | 12/10/24 | " | Damage to guard rail | 22.59 |
| Grossman, Peter | 4/30/40 | Eq. | Damage to truck | 34.30 |
| *Gruca, Mike | 12/31/33 | Mtn. | Damage to sign | 9.96 |

ACCOUNTS RECEIVABLE
AS OF
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OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| Grunow, R. N. | 12/31/32 | Eq. | Damage to car | $ 16.50 |
| *Guoriere, Nicholas | 11/23/32 | Mtn. | Damage to bridge | 47.26 |
| *Gutterl, Fred Jr. | 6/30/33 | " | Damage to guard rail | 17.17 |
| *Guzzardo, John | 10/31/33 | " | Damage to bridge | 21.06 |
| Hand, George T. | 7/31/39 | " | Injuries to employee | 417.12 |
| *Hand, Morgan | 10/22/29 | Lab. | Inspectors equipment | 1.50 |
| Hansen, Henry C. | 3/29/40 | Mtn. | Damage to reflector | 14.45 |
| Harshbarger, Chas & W.J. | 6/24/40 | " | Maintenance compensation | 527.99 |
| Harris, Joseph | 5/26/39 | Eq. | Damage to truck | 302.68 |
| *Hart, Edgar W. | 8/31/29 | Lab. | Inspectors equipment | 1.50 |
| Hatfield, R. A. | 12/31/35 | " | Testing | 12.00 |
| Heerdt, Emmett J. | 11/25/40 | Mtn. | Damage to sign | 34.48 |
| *Heft, Charles A. Jr. | 7/31/31 | R of W | Sale of building | 38.19 |
| *Held Haulage Corp. | 10/24/38 | Mtn. | Damage to sign | 36.30 |
| *Heleniak, John | 4/30/38 | " | Damage to sign | 61.06 |
| *Heller, P. | 6/29/26 | " | Damage to wall | 167.12 |
| *Henderson, Minnie | 7/31/35 | " | Damage to sign | 12.00 |
| *Hendrickson, Harry | 10/15/37 | " | Damage to guard rail | 12.14 |
| *Hicks, James E. | 5/31/33 | " | Damage to fence | 131.09 |
| *High, Catherine | 8/23/37 | " | Damage to bridge | 76.41 |
| Hill Bus Co. | 12/21/40 | " | Damage to balustrade | 279.46 |
| Hill Construction Co. | 10/13/31 | Lab. | Standard weights | 49.22 |
| *Hiney, Edward | 11/15/37 | Mtn. | Injuries to employee | 69.89 |
| *Hires, Charles | 3/21/33 | Eq. | Damage to car | 158.67 |
| *Hirsh, Jack | 6/14/37 | Mtn. | Damage to guard rail | 59.01 |
| *Hirsh, Paul | 1/30/37 | " | Damage to sign | 137.30 |
| *Hoagland, Clarence B. | 5/24/28 | " | Damage to bridges | 68.97 |
| *Hodges, Richard | 3/15/37 | " | Damage to sign | 153.24 |
| Hoff, John S. | 2/29/40 | " | Damage to sign | 30.93 |
| Holmstrup, Ruth & S. A. | 2/15/40 | " | Damage to guard rail | 29.92 |
| Homan, John J. | 1/23/39 | Eq. | Damage to car | 81.69 |
| *Hooper, Drexel | 1/23/39 | Elect. | Damage to electric sign | 113.39 |
| Horner, Clarence Sr.& Jr. | 11/24/39 | Mtn. | Damage to traffic gate | 168.61 |
| *Houser Auto Supply Co. | 3/31/32 | Eq. | Damage to car | 48.15 |
| Howell, George W. | 3/15/39 | Eq. | Damage to car | 185.75 |
| *Howland Jones Motor Co. | 10/23/36 | Mtn. | Damage to bridge | 158.58 |
| *Hubbard, B. T. | 3/12/35 | " | Damage to sign | 23.33 |
| *Huber, Edward L. | 9/15/38 | " | Damage to shubbery | 45.36 |
| *Hunt, Henry C. | 10/31/36 | Eq. | Damage to car | 337.78 |
| *Hurley, Robert | 2/15/37 | Mtn. | Damage to brdige | 58.33 |
| *Hynes, John | 9/15/30 | " | Damage to guard rail | 6.70 |
| *Ince, George | 5/21/28 | " | Damage to bridge | 233.31 |
| *Inter City Bus Co. | 1/10/30 | " | Damage to bridge | 56.71 |
| *Isenberg, Arthur | 1/31/37 | " | Damage to guard rail | 22.91 |
| Jackson, Giedon | 7/31/40 | " | Damage to reflector | 14.66 |
| *Jackerson, Max | 1/30/37 | " | Damage to sign | 32.96 |
| *Jackson, M. A. | 7/27/32 | R of W | Rental of building | 3,600.00 |
| *Jaep, Fred C. | 2/24/31 | Eq. | Damage to car | 255.55 |
| Jersey Dixie Shake Corp. | 6/24/40 | Mtn. | Cost of cleaning Highway | 12.19 |
| *Jones, John W. | 12/31/38 | " | Damage to bridge | 159.84 |
| *Jordan, Samuel | 11/30/36 | " | Damage to bridge | 60.57 |
| Kalubrobatani, Karl | 12/21/40 | Elect. | Damage to light | 100.99 |
| *Kamsky, Vester | 4/26/28 | Mtn. | Damage to bridge | 54.04 |
| *Karsler, Harold | 12/31/34 | " | Damage to sign | 57.01 |

ACCOUNTS RECEIVABLE
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OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| *Keane, John | 12/31/34 | Mtn. | Damage to guard rail | $ 20.06 |
| *Keeley, Donald | 1/23/39 | " | Damage to sign | 30.10 |
| Kelly Motor Lines | 7/22/40 | " | Damage to guard rail | 66.02 |
| Kelly Transfer Co. | 6/24/40 | " | Damage to guard rail | 41.85 |
| *Kennelly, Katherine | 7/31/34 | " | Damage to guard rail | 16.52 |
| *Kerr, Harvey | 6/30/38 | Eq. | Damage to car | 14.46 |
| Kimbal, Marx | 5/26/39 | Mtn. | Injuries to employee | 410.86 |
| Kincaid, J. L. | 9/30/39 | " | Damage to guard rail | 106.42 |
| *Kispaugh, K. P. | 1/15/37 | " | Damage to sign | 61.76 |
| *Knullhuff, Albert | 7/31/36 | " | Damage to sign | 12.93 |
| *Kocsis, John | 4/20/33 | " | Damage to guard rail | 50.06 |
| Kohl, Edwin | 2/15/40 | " | Damage to reflector | 50.35 |
| *Kolowitz, Julius | 12/15/36 | " | Damage to sign | 29.18 |
| *Kopp, William Jr. | 9/30/36 | " | Damage to guard rail | 22.76 |
| *Koppers Products Co. | 3/31/36 | Lab. | Testing | 15.00 |
| Kramer, P. S. | 3/31/36 | " | Testing | 15.00 |
| Krantz, Jennie | 6/30/39 | Eq. | Damage to car | 44.80 |
| *Krasa, Anton F. | 1/30/37 | Mtn. | Damage to bridge | 135.81 |
| Kraus, Robert | 2/15/40 | " | Damage to sign | 11.01 |
| *Kronemeter, Andrew | 10/31/33 | " | Damage to bridge | 77.64 |
| *Kubat, Frank | 5/31/34 | " | Damage to guard rail | 32.11 |
| *Kunz, William | 5/15/37 | " | Damage to sign | 10.20 |
| *Kurtz, John N. | 5/31/34 | " | Damage to bridge | 36.56 |
| *Kusmider, Walter | 8/15/38 | " | Damage to property | 54.88 |
| *Lagrilla, James | 6/22/36 | " | Damage to bridge | 78.25 |
| *Landin, Ida | 12/31/35 | " | Injuries to employee | 6,008.84 |
| *Langboro, Reuben | 8/31/33 | Eq. | Damage to car | 15.40 |
| *La Rosa, Mary | 6/30/37 | Mtn. | Damage to sign | 29.52 |
| Lavine, Sidney | 6/24/40 | Eq. | Damage to car | 6.75 |
| *Lazar, Joseph | 12/21/38 | " | Damage to car | 83.40 |
| Leafey, Lawrence & Wm. | 12/20/39 | Mtn. | Damage to sign | 35.95 |
| Lee, Andrew M. | 10/31/40 | Elect. | Damage to signs | 140.11 |
| Lehmann, C. | 5/12/38 | Mtn. | Damage to guard rail | 12.21 |
| Leich, Louise | 10/15/40 | " | Damage to guard rail | 66.67 |
| *Leitch Mfg. Co. | 3/31/36 | Lab. | Testing | 15.00 |
| *Leon, Howard H. | 10/31/31 | Eq. | Damage to car | 63.65 |
| *Leonard, Harry C. | 6/30/38 | Mtn. | Damage to bridge | 41.58 |
| Liske, Alex | 4/30/40 | Eq. | Damage to truck | 50.92 |
| *Levine, George | 4/14/38 | Mtn. | Damage to bridge | 273.09 |
| *Levy, Henry | 3/31/37 | " | Damage to bridge | 94.12 |
| *Licklieter, Edward | 11/23/38 | " | Damage to sign | 16.69 |
| *Loney, James | 10/31/37 | " | Damage to bridge | 64.57 |
| *Lumbermans Mutual Cas.Co. | 5/22/31 | Eq. | Damage to car | 32.00 |
| *Mc Cabe, Eillen | 5/15/37 | Mtn. | Damage to signal | 59.40 |
| *Mc Call, Archie | 5/26/39 | " | Damage to guard rail | 35.76 |
| *Mc Closkey, John | 9/30/38 | " | Damage to sign | 52.51 |
| Mc Cormick, Michael | 5/31/40 | Eq. | Damage to truck | 174.58 |
| *Mc Cormick, Catherine | 5/29/37 | Mtn. | Damage to sign | 25.28 |
| Mc Cullough, William | 2/15/40 | " | Damage to sign | 54.22 |
| *Mc Donald, John W. | 7/15/37 | " | Damage to guard rail | 19.76 |
| *Mc Dougle, C. D. | 7/15/37 | " | Injuries to employee | 166.66 |
| *Mc Genness, E. H. | 5/31/33 | " | Damage to bridge | 34.89 |
| *Mc Keen, James T. | 11/25/35 | " | Damage to bridge railing | 41.79 |
| *Mc Manus, William | 9/15/34 | " | Damage to bridge | 93.92 |
| *Mc Pherson, R. J. | 9/14/37 | Mtn. | Damage to guard rail | 32.19 |

ACCOUNTS RECEIVABLE
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OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| *Mabie, Floyd | 12/31/34 | Mtn. | Damage to guard rail | $ 20.73 |
| *Mac Gillivray, Angus | 7/31/35 | " | Damage to bridge | 100.62 |
| *Madawick Trucking Service | 7/20/33 | " | Damage to guard rail | 18.03 |
| Maglione, Vincent & Matth. | 12/21/40 | Elect. | Damage to electric traf. light | 872.83 |
| *Magor, Wilson | 11/30/38 | Mtn. | Damage to sign | 44.05 |
| *Mangan, Edward | 7/31/37 | Mtn. | Damage to sign | 15.44 |
| *Manhatten Transit Co. | 5/26/39 | " | Damage to guard rail | 84.90 |
| *Manice, Anthony | 10/16/33 | " | Damage to sign | 33.48 |
| *Maniscallo, Anthony | 3/12/35 | " | Damage to guard rail | 96.66 |
| *Mann, William | 9/ 9/31 | " | Damage to bridge | 42.80 |
| *Marrazzo, Charles | 9/10/30 | Lab. | Testing | 20.00 |
| *Martec Trucking Co. | 12/22/36 | Eq. | Damage to truck | 96.26 |
| Mathis, Thomas | 4/30/32 | " | Repairs to car | 4.26 |
| *Mayer, George C. | 5/28/29 | R of W | Sale of building | 150.00 |
| *Mellin, Daniel S. | 4/14/37 | Mtn. | Damage to guard rail | 36.86 |
| *Menzio, Daniel | 4/14/37 | " | Damage to sign | 33.03 |
| Messina, James | 11/24/39 | " | Damage to sign | 22.83 |
| Meury, H. J. | 1/22/32 | Eq. | Damage to car | 262.33 |
| *Meyer, Grace | 4/15/35 | Mtn. | Damage to bridge | 161.56 |
| *Metzger, Robert G. | 3/15/38 | Elect. | Damage to signal | 63.39 |
| *Mitchel, James D. | 12/31/34 | Mtn. | Damage to sign | 152.24 |
| *Morgan, Edgar | 7/15/38 | " | Damage to sign | 33.49 |
| Morley, Edwin | 12/31/40 | Eq. | Damage to Chev. Sta. wagon | 58.26 |
| *Morris, Walter S. | 5/26/39 | Eq. | Damage to truck | 13.38 |
| *Morrisette, Frank G. | 5/24/28 | Mtn. | Damage to bridge | 37.53 |
| *Mourllesseaux, Charles | 5/ 9/30 | " | Damage to guard rail | 72.65 |
| *Mueller, Chris J. | 3/15/38 | " | Damage to sign | 17.01 |
| *Murphy, John | 10/24/38 | " | Damage to bridge | 6.83 |
| Myers, Newton B. | 6/15/40 | " | Damage to sign | 67.60 |
| *Newspaper Sales Corp. | 10/31/31 | Lab. | Testing | 55.00 |
| *Nazroanik, Charles | 6/23/30 | Mtn. | Damage to bridge | 109.09 |
| *Neit, Henry | 2/28/34 | " | Injuries to employee | 133.03 |
| *New Era Cement Co. | 11/24/30 | Lab. | Testing | 36.77 |
| *N Y Central Freight Way | 11/23/36 | Mtn. | Injuries to employee | 140.58 |
| *O'Connell, Alice | 1/15/37 | " | Damage to sign | 21.11 |
| *Ogden, Alfred T. | 3/30/35 | Eq. | Damage to car | 128.53 |
| *Olvaney, William A. | 3/31/36 | Mtn. | Damage to bridge | 35.73 |
| Ott, Richard | 4/14/39 | " | Damage to lighthouse | 135.62 |
| *Palimiri, Frank | 1/30/37 | " | Damage to guard rail | 20.04 |
| *Panaro, Michael | 6/22/36 | " | Injuries to employee | 1,693.41 |
| Pascale, Charles | 8/30/40 | Elect. | Electric compensation | 41.00 |
| *Pasquale, Anthony | 9/15/38 | Mtn. | Damage to sign | 41.84 |
| Passaic Valley Water Co. | 1/31/33 | " | Repairs to pavement | 4.67 |
| *Peterson, Thelma | 10/23/36 | " | Damage to guard rail | 9.28 |
| *Pazinick, Ignas | 11/15/37 | " | Damage to sign | 81.69 |
| Peay, Richard | 8/15/39 | Elect. | Damage to electric sign | 73.17 |
| *Peduzzi, Louis | 11/24/39 | Mtn. | Damage to sign | 29.64 |
| *Pepin, Albert | 10/31/37 | " | Damage to bridge | 44.95 |
| *Pepsi Cola Company | 4/ 1/38 | " | Damage to guard rail | 55.07 |
| *Petroleum Heat & Power Co. | 7/31/33 | Eq. | Damage to truck | 78.45 |
| Pfitsinger, R. J. | 10/31/33 | " | Damage to car | 2.76 |
| *Phila Rubber Waste Co. | 3/15/33 | Mtn. | Damage to guard rail | 33.57 |
| *Phillips, Ezekail | 1/30/37 | " | Damage to bridge | 23.44 |
| Picariello, Salvatore | 12/21/40 | " | Damage to guard rail | 66.16 |

ACCOUNTS RECEIVABLE
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Schedule #41-J

OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| *Piscolo, Guiseppe | 3/11/38 | Mtn. | Damage to bridge | $ 144.29 |
| Pierce, Thomas P. | 4/23/34 | Eq. | Gas, oil & parts | 7.52 |
| *Pioneer Bakeries | 2/15/38 | Mtn. | Damage to sign | 23.49 |
| *Podalskey, Harry | 2/28/37 | " | Damage to guard rail | 20.81 |
| Pohl, Adolph | 10/31/39 | Elect. | Damage to pole | 96.09 |
| Powell, Norman | 1/31/40 | Mtn. | Damage to sign | 77.22 |
| Premock, Francis H. | 4/14/39 | " | Damage to guard rail | 7.70 |
| Preston Trucking Co. | 9/22/39 | " | Damage to catch basin | 60.18 |
| *Preis Bus Co. | 1/15/37 | Eq. | Damage to truck | 39.95 |
| *Price, Adam | 10/31/34 | Mtn. | Damage to bridge | 50.51 |
| Price, J. A. | 8/31/39 | " | Injuries to employee | 100.72 |
| *Prokap, Michael | 3/15/37 | " | Damage to guard rail | 33.01 |
| Pulizzaro, Michael | 12/20/39 | " | Damage to sign | 147.59 |
| *Querry, John E. | 11/29/38 | " | Damage to sign | 16.85 |
| Quick, Fred L. | 4/15/40 | Eq. | Damage to car | 6.89 |
| *Quigley, William | 2/23/39 | Mtn. | Damage to reflector | 2.50 |
| *Quigley, John | 4/29/39 | Elect. | Damage to sign | 7.78 |
| Racite, Guisseppe | 5/26/39 | Mtn. | Damage to sign | 28.76 |
| *Randall, Frank T. | 10/15/36 | " | Damage to sign | 44.27 |
| *Rayhon, Joseph | 12/31/34 | " | Damage to bridge | 174.66 |
| Rebuilt Tires Inc. | 1/16/40 | Eq. | Sale of scrap tires | 55.00 |
| *Reed, Harley | 12/22/36 | Mtn. | Damage to bridge | 23.97 |
| *Reed, Ira De H. | 2/15/32 | " | Damage to bridge | 27.65 |
| Reeves, C. M. | 5/31/33 | Eq. | Damage to car | 83.73 |
| *Reilly Tar & Chemical Co. | 3/31/36 | Lab. | Testing | 105.00 |
| *Reppert, Daniel S. | 10/31/35 | Mtn. | Damage to sign | 35.69 |
| *Rhineish, Joseph | 1/24/29 | " | Damage to bridge | 52.58 |
| *Rice, Frank4 | 7/11/29 | " | Damage to bridge | 65.36 |
| *Richards, C. W. Co. | 11/15/37 | " | Permit for opening | 25.00 |
| *Richter, Otto | 11/23/32 | " | Damage to bridge | 48.50 |
| *Reichenbaum, Rosa | 1/15/34 | " | Damage to bridge | 27.11 |
| Rigor, Norman F. | 10/31/31 | Eq. | Damage to car | 46.11 |
| Riverside Concrete Co. | 4/30/37 | " | Snow plow parts | 16.00 |
| *Robbin, Ernest | 2/15/38 | Mtn. | Damage to sign | 20.80 |
| *Robbins, Herman | 7/30/38 | " | Damage to guard rail | 31.65 |
| *Rochford, William J. | 9/30/35 | " | Damage to sign | 25.86 |
| Rodgers, H. W. | 4/21/32 | Eq. | Damage to truck | 23.77 |
| *Roe, Daniel Trucking Co. | 2/21/30 | Mtn. | Damage to bridge | 1,953.23 |
| *Rogers, Lawrence | 2/28/38 | Elect. | Damage to lighting | 92.63 |
| *Rottino, Katie | 5/29/37 | Mtn. | Damage to guard rail | 79.38 |
| Ruffo, Daniel | 9/30/40 | Elect. | Damage to sign | 52.55 |
| Rumriel, H. C. | 1/22/31 | Eq. | Damage to car | 42.59 |
| Ryerson, Wm. & Johanna | 2/15/40 | Mtn. | Damage to sign | 31.57 |
| Sachers, H. H. | 1/25/33 | Eq. | Damage to car | 50.17 |
| Salis, Candelario | 3/15/40 | Elect. | Damage to electric sign | 62.81 |
| *Salem Express Co. | 7/16/36 | Mtn. | Cost of clearing road | 23.10 |
| *Salvastano, Louis | 1/15/35 | " | Damage to sign | 80.79 |
| *Sanders, Fred Jr. | 5/25/36 | " | Damage to sign | 10.37 |
| *Sanitato, Frank | 10/31/37 | " | Damage to guard rail | 18.09 |
| *Sarti, Edward | 11/15/33 | " | Damage to bridge | 37.05 |
| *Sayers, George J. | 2/15/37 | " | Damage to guard rail | 30.21 |
| Schaden, Dr. E.H.& G.Edw. | 12/21/40 | Elect. | Damage to sign | 41.66 |
| *Schaltz, Leo | 9/29/34 | " | Damage to guard rail | 17.82 |
| Schroeder, Max | 9/30/40 | Elect. | Damage to sign | 88.28 |
| Schweiger, Elwood | 3/15/40 | Mtn. | Damage to guard rail | 36.23 |

ACCOUNTS RECEIVABLE
AS OF
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OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| *Scully, Daniel | 2/29/28 | Mtn. | Damage to bridge | $ 109.30 |
| *Shakespeare, Philip C. | 3/30/35 | Mtn. | Damage to beacon | 100.33 |
| Sharpe, Wilson | 4/23/34 | Eq. | Gas & oil | 3.99 |
| *Shaw, Charles Jr. | 8/10/31 | " | Damage to car | 256.55 |
| *Shell Eastern Petroleum | 8/31/36 | Lab. | Testing | 15.00 |
| *Sheppard, Sylvanus | 7/20/33 | Mtn. | Damage to guard rail | 26.34 |
| Shoemaker, Frank I. | 9/30/31 | Eq. | Damage to car | 9.03 |
| *Silvers, Davis | 12/15/34 | Mtn. | Damage to guard rail | 21.76 |
| *Sinclair Refining Co. | 3/31/36 | Lab. | Testing | 45.00 |
| Sloner, Arthur A. | 9/22/39 | Elect. | Damage to electric flasher | 33.55 |
| Smith, Clifford | 11/24/39 | Mtn. | Damage to fence | 108.62 |
| Smith, Edward | 11/15/37 | Eq. | Damage to car | 7.72 |
| Smith, James | 9/30/38 | " | Damage to car | 20.50 |
| *Smith, James | 3/31/34 | Mtn. | Damage to bridge | 56.58 |
| Snow, Raymond | 7/21/39 | " | Damage to sign | 49.60 |
| *Solasky, John | 6/14/37 | " | Damage to bridge | 205.87 |
| *Sonaggere, Peter | 5/31/38 | Eq. | Injuries to employee | 358.40 |
| *Sorokac, George | 3/15/39 | Elect. | Damage to electric sign | 88.39 |
| South Street Corp. 153 | 9/22/39 | " | Damage to electric sign | 142.14 |
| Sowerbutt, R. S. | 6/30/39 | Lab. | Calabrating truck | 21.35 |
| *Spiegel, N. | 6/15/35 | Mtn. | Damage to guard rail | 30.84 |
| *Spiewak, Charles | 11/25/35 | " | Damage to bridge | 156.95 |
| *Sprague, Charles | 7/31/35 | " | Damage to guard rail | 17.05 |
| *Squire, Russell | 3/31/37 | " | Damage to sign | 28.89 |
| *Stanberry, Alvin | 9/15/34 | " | Damage to bridge | 467.90 |
| Standard Oil Co. of N.J. | 3/ 3/36 | Lab. | Testing | 510.00 |
| *Stanton, L. W. & Co. | 11/29/33 | Mtn. | Damage to guard rail | 10.99 |
| Staples & Co. Inc. | 1/24/36 | Lab. | Testing | 12.00 |
| *Staub, Carl | 12/22/36 | Mtn. | Damage to guard rail | 56.46 |
| *Steifel, Fred | 9/29/34 | " | Damage to guard rail | 16.69 |
| *Stein, Irving | 10/24/38 | " | Damage to sign | 8.47 |
| Steiner, Frank | 5/26/39 | Elect. | Damage to bridge | 129.55 |
| *Stillo, Joseph | 12/15/33 | Mtn. | Damage to bridge | 88.69 |
| *Stout, Jonathan T. | 10/16/33 | Lab. | Testing | 5.00 |
| *Strong, George | 12/15/31 | Mtn. | Damage to bridge | 60.97 |
| *Stump, Leland | 11/25/33 | " | Damage to guard rail | 11.60 |
| *Subin, Ira H. | 9/21/36 | " | Damage to sign | 9.53 |
| Such, Frank | 4/29/39 | Elect. | Damage to sign | 120.78 |
| Swackhammer, Milton D.B. | 9/13/29 | Eq. | Damage to car | 7.68 |
| *Taylor, Raymond | 12/22/36 | Mtn. | Damage to guard rail | 61.28 |
| Texas Company | 3/31/36 | Lab. | Testing | 135.00 |
| Thomas, John D. | 9/22/39 | Mtn. | Damage to sign and post | 54.63 |
| Thomas, P. P. | 10/31/26 | Eq. | Lost tire, tube & rim | 15.00 |
| *Thropp Foundry Co. | 8/31/35 | Lab. | Testing | 10.00 |
| Timmins, Lawrence | 7/22/40 | Mtn. | Damage to reflector | 42.96 |
| *Tokash, Joseph | 1/24/36 | " | Injuries to employee | 1,308.96 |
| *Tomile, Ernest | 1/22/32 | Eq. | Damage to car | 24.25 |
| Trafty, Samuel | 3/15/40 | Elect. | Damage to electric sign | 282.30 |
| *Travers, William Z. | 8/24/36 | Mtn. | Damage to guard rail | 33.46 |
| *Trenton Transit Co. | 5/25/36 | " | Damage to sign | 12.44 |
| *Troncone, D.A. | 10/29/30 | S & P | Set of plans | 12.54 |
| Troko, J. M. | 11/24/39 | Elect. | Damage to electric Sign | 203.90 |
| *Uetzmann, Elizabeth | 2/15/37 | Mtn. | Damage to guard rail | 18.30 |
| *Utility Const. Co. | 1/31/24 | " | Detour repairs | 1,071.48 |

ACCOUNTS RECEIVABLE
AS OF
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Schedule "41-L

OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| Vaccaro, Dominick | 12/21/40 | Mtn. | Damage to sign | $ 52.76 |
| Vail, David H. | 8/31/39 | " | Damage to guard rail | 97.59 |
| *Vanderstine, George | 12/21/37 | " | Damage to beacon | 203.06 |
| *Van Steyn, Peter | 2/15/37 | Elect. | Injuries to employee | 1,364.91 |
| Van Syckle, Albert | 1/23/39 | Eq. | Damage to car | 115.24 |
| *Van Vliet, Elvin | 10/31/33 | Mtn. | Damage to guard rail | 18.38 |
| Varrelman, David | 8/15/32 | Eq. | Damage to truck | 61.63 |
| Vasella, Ruben | 9/30/39 | Mtn. | Injuries to employee | 4.00 |
| *Vermule, Frank | 7/31/36 | " | Damage to bridge | 170.42 |
| Villa Contracting Co. | 12/21/40 | " | Cost of cleaning Highway | 22.68 |
| *Virginia Motor Express Co. | 10/31/33 | " | Damage to balustrade | 101.41 |
| *Vitale, John | 6/16/38 | " | Paving blocks | 9.00 |
| *Van Oesen, George | 7/31/35 | " | Damage to bridge | 28.46 |
| *Voorhees, W. H. | 2/21/30 | Eq. | Damage to car | 10.85 |
| Voorhees, W. W. | 1/22/32 | " | Damage to car | 128.79 |
| *Wagner, Popper & Morrison | 4/30/35 | Mtn. | Damage to bridge | 20.11 |
| *Walker, Emerson | 11/23/38 | " | Damage to sign | 36.49 |
| Walls, George S. | 2/23/39 | " | Injuries to employee | 356.55 |
| *Warner, Alexander Jr. | 9/ 9/31 | Eq. | Damage to car | 146.95 |
| *Warner Quinlan Co. | 3/31/36 | Lab. | Testing | 450.00 |
| Warren Balderson Co. | 3/31/39 | Elect. | Return of reels | 138.00 |
| Warrick, Edmund & Leslie | 9/22/39 | Mtn. | Damage to sign | 37.77 |
| *Warrick, John J. | 12/15/36 | " | Damage to sign | 144.31 |
| *Weber, Harold | 5/15/37 | " | Damage to guard rail | 35.43 |
| Weber, Henry | 2/15/38 | Lab. | Inspectors equipment | 1.60 |
| *Weedo, Anthony | 8/15/38 | Mtn. | Damage to signs | 18.09 |
| Weinger, Harry | 8/15/39 | " | Damage to reflector sign | 40.22 |
| *Wellman, William | 9/20/32 | " | Damage to guard rail | 6.15 |
| *Wells, Alice Ruth | 11/23/32 | " | Damage to bridge | 44.07 |
| *Welsch, Herbert | 3/25/36 | " | Damage to guard rail | 52.53 |
| *Welsh, Leo A. | 11/25/35 | " | Damage to sign | 18.31 |
| *West, Harry C. Jr. | 10/15/37 | " | Damage to sign | 36.42 |
| West, Helen C. | 5/31/40 | " | Damage to signs | 33.52 |
| White, Lem H. | 11/24/30 | Lab. | Testing | 51.21 |
| White, Murray S. | 3/15/38 | Elect. | Damage to light | 36.18 |
| Whiteman, John | 1/16/40 | Mtn. | Damage to sign | 14.07 |
| Whitney, Harold | 2/23/39 | Eq. | Damage to car | 10.26 |
| Widutis, C. W. | 9/30/33 | " | Tire, tube & rim | 6.39 |
| Wilber, K. H. | 7/15/38 | Lab. | Testing | 10.00 |
| *Wilkes, Robert M. | 9/30/36 | Mtn. | Damage to sign | 9.46 |
| *Williams, Andrew | 6/22/36 | " | Damage to sign | 16.71 |
| Williams, Charles | 8/15/40 | Eq. | Damage to Road Machinery | 203.27 |
| *Williams, John W. | 10/22/29 | Mtn. | Damage to guard rail | 37.67 |
| *Wilson, Frank | 5/31/33 | Eq. | Damage to car | 112.99 |
| *Wilson Transfer Co. | 10/23/36 | Mtn. | Damage to guard rail | 50.64 |
| *Wohritsky, Michael | 4/30/35 | " | Damage to sign | 71.11 |
| Woodbury Trucking Co. | 2/29/36 | Lab. | Testing | 15.00 |
| *Woodruff, Howard | 11/23/36 | Mtn. | Damage to sign | 14.55 |
| *Wright, Arnold | 9/24/29 | " | Damage to bridge | 282.96 |
| Wright, David J. | 11/25/40 | Eq. | Damage to Buick car | 39.75 |
| Wright, James S. | 1/23/39 | Mtn. | Damage to sign | 20.00 |
| Wynn, Booker | 11/24/39 | " | Damage to sign | 27.90 |
| *Wysock, Walter | 8/31/35 | " | Damage to sign | 18.09 |
| *Yannibelli, James | 10/23/36 | " | Damage to guard rail | 9.99 |

ACCOUNTS RECEIVABLE
AS OF
DECEMBER 31, 1940

OUTSIDE PARTIES

| NAME | BILLED | DIVN. | DESCRIPTION | AMOUNT |
|---|---|---|---|---|
| *Yonardi, Anthony | 4/22/27 | Mtn. | Injuries to employee | $ 193.60 |
| *Yordy, Edna May | 11/13/31 | " | Damage to bridge | 35.00 |
| Young, Paul C. | 8/31/39 | " | Injuries to employee | 1,066.31 |
| Zeck, Raymond | 12/21/39 | " | Damage to guard rail | 67.93 |
| *Zerner, Eugene | 5/31/31 | R of W | Taxes | 318.22 |
| Ziegler, Agnes B. | 7/22/40 | Mtn. | Damage to guard rail | 15.93 |
| *Zimmerman, William C. | 5/15/37 | " | Damage to beacon | 31.97 |
| *Zollnoiwicz, Frank | 7/31/35 | " | Damage to sign | 42.34 |
| *Zullo, Anthony | 5/31/38 | Eq. | Damage to tractor | 125.00 |
| | | | | $ 75,912.59 |

Note * Referred to Attorney General for collection
x Bill for material withheld from payment

## Statement of Balances of Motor Vehicle Receipts In Closed Banks Not Included in Assets As of December 31st, 1940

| | Amt. Not Turned Over On 1/1/40 | Amt. Cash Recd. to Dec.31,1940 | Balance as of Dec.31,1940 |
|---|---|---|---|
| Motor Vehicle Fees, etc. | $1,052,493.78 | $ 12,768.59 | $1,039,725.19 |

## Amount of Stock Received by the State Treasurer for Motor Vehicle Fees in Closed Banks As of December 31st, 1940

| Amt. of Certificates & Certifs. of Participation | Bal. as of 1/1/40 | Cash Recd. to Dec.31, 1940 | Bal. as of Dec.31,1940 |
|---|---|---|---|
| Asbury Park & Ocean Grove Bank | $ 30,163.49 | $ 182.00 | $ 29,981.49 |
| Bankers Trust Co. | 50,000.00 | 0 | 50,000.00 |
| Broadway Bank & Trust Co. of Paterson | 36,647.52 | 0 | 36,647.52 |
| Cape May Title & Trust Co. | 357.50 | 97.50 | 260.00 |
| Clifton Trust Co. | 26.40 | 0 | 26.40 |
| Elizabeth " " | 16,047.00 | 0 | 16,047.00 |
| Equitable " " of Atl. City | 246,471.66 | 0 | 246,471.66 |
| 1st Natl. Bank, Ft. Lee | 4,148.82 | 0 | 4,148.82 |
| " " " Jamesburg | 1,425.50 | 116.84 | 1,308.66 |
| " " " New Egypt | 972.36 | 51.17 | 921.19 |
| " " " Washington | 230.86 | 0 | 230.86 |
| Guaranty Trust Co., Atl. City | 75,309.83 | 760.71 | 74,549.12 |
| Hamilton " " Paterson | 2,220.00 | 0 | 2,220.00 |
| Lakewood " " | 23,348.34 | 0 | 23,848.34 |
| New Brunswick Trust Co. | 999.00 | 0 | 999.00 |
| Peoples Natl. Bank, Lakewood | 840.00 | 0 | 840.00 |
| " Bank, Hawthorne | 18,991.45 | 0 | 18,991.45 |
| " " & Trust Co. of Passaic(Realty & Sur. Co.) | 3,824.00 | 0 | 3,824.00 |
| Perth Amboy Trust Co. | 204,520.00 | 0 | 204,520.00 |
| Sea Bright Natl. Bank | 600.00 | 0 | 600.00 |
| | $ 717,643.73 | $ 1,208.22 | $ 716,435.51 |

## Statement of Balances of Motor Vehicle Receipts Turned over to the State Treasurer in Closed or Liquidating Banks

| Name of Bank | Balance as of Jan. 1,1940 | Amt. Cash Recd. to Dec.31,1940 | Balance as of Dec.31,1940 |
|---|---|---|---|
| Asbury Park & Ocean Grove Bank | $ 380.59 | $ 0 | $ 380.59 |
| Atl. City Natl. Bank | 153,552.16 | 5,527.87 | 148,024.29 |
| Belvidere " " | 7.19 | 0 | 7.19 |
| Chelsea 2nd " " of Atlantic City | 47,068.24 | 0 | 47,068.24 |
| Citizens Natl. Bank of Long Br. | 15,981.17 | 0 | 15,981.17 |
| " " " " " " (Addtl.) | 128.50 | 0 | 128.50 |
| " Natl. Bank of New Brunswick | 3,000.29 | 0 | 3,000.29 |
| Collingswood Natl. Bank | 275.87 | 0 | 275.87 |
| Edgewater Trust Co. | 900.42 | 0 | 900.42 |
| 1st Natl. Bank, Port Norris | 510.34 | 50.25 | 460.09 |
| " " " Sea Isle City | 47.32 | 0 | 47.32 |
| " " " Woodbridge | 1,514.40 | 116.78 | 1,397.62 |
| Glassboro Trust Co. | 5,691.96 | 0 | 5,691.96 |
| Jefferson " " | 3,824.55 | 0 | 3,824.55 |
| Lakewood " " | 9,173.14 | 0 | 9,173.14 |
| Mechanics Natl. Bank of Millville | 7,801.54 | 975.19 | 6,826.35 |
| New Brunswick Trust Co. | 250.10 | 80.00 | 170.10 |
| Ocean City Natl. Bank | 34,113.52 | 4,269.69 | 29,843.83 |
| Peoples Bank, Lakewood | 1,348.78 | 540.59 | 808.19 |
| Pt. Pleasant Beach Natl. Bank | 4,030.00 | 0 | 4,030.00 |
| Pleasantville " " | 13,941.53 | 0 | 13,941.53 |
| Rutherford " " | 431.90 | 0 | 431.90 |
| Toms River Trust Co. | 450.71 | 0 | 450.71 |
| Vineland " " | 871.20 | 0 | 871.20 |
| Warren Co. " " | 84.08 | 0 | 84.08 |
| West Orange " " | 29,403.82 | 0 | 29,403.82 |
| " " " " (Addtl.) | 66.73 | 0 | 66.73 |
| | $ 334,850.05 | $ 11,560.37 | $ 323,289.68 |

Statement of Balances as per the State Treasurer's Records of State Highway Funds in Closed Banks, as of Dec. 31, 1940
(Which were not included in Assets)

| Prefd. Stock or Certifs. of Participation Accounts: Name of Bank | Balance as of Jan. 1,1940 | Amt. Cash Recd. to Dec.31,1940 | Balance as of Dec.31,1940 |
|---|---|---|---|
| Bankers Trust Co. of Atl. City | $ 50,000.00 | $ 0 | $ 50,000.00 |
| " " " " " " | 70,000.00 | 0 | 70,000.00 |
| Clementon Natl. Bank | 2,500.00 | 875.00 | 1,625.00 |
| 1st Natl. Bank of Spring Lake | 2,880.00 | 288.00 | 2,592.00 |
| Equitable Trust Co. | 394,250.00 | 0 | 394,250.00 |
| Franklin " " | 3,600.00 | 120.00 | 3,480.00 |
| Guaranty " " of Atl. City | 99,000.00 | 1,000.00 | 98,000.00 |
| Hamilton " " " Paterson | 3,900.00 | 0 | 3,900.00 |
| Mainland Natl. Bank of Pleasantville | 1,247.75 | 0 | 1,247.75 |
| Natl. Bank of America at Paterson | 5,415.00 | 0 | 5,415.00 |
| New Brunswick Trust Co. | 43,601.00 | 0 | 43,601.00 |
| Peoples Bank & Trust Co., Elizabeth | 541,847.00 | 0 | 541,847.00 |
| Perth Amboy Trust Co. | 32,480.00 | 0 | 32,480.00 |
| Total Preferred Stock & Certificates | $1,250,720.75 | $ 2,283.00 | $1,248,437.75 |

| Restricted Accounts Name of Bank | Balance as of Jan. 1,1940 | Cash Recd. to Dec. 31,1940 | Balance as of Dec.31,1940 |
|---|---|---|---|
| Atl. City Natl. Bank | $ 128,250.00 | $ 4,617.00 | $ 123,633.00 |
| Chelsea 2nd " " | 47,066.96 | 0 | 47,066.96 |
| Collingswood " " | 687.50 | 0 | 687.50 |
| " " " | 550.00 | 0 | 550.00 |
| " Trust Co. | 7,450.00 | 0 | 7,450.00 |
| 1st Natl. Bank of Ocean City | 31,500.00 | 0 | 31,500.00 |
| Merchants Natl. Bank & Trust Co. of Millville | 28,000.00 | 3,500.00 | 24,500.00 |
| Pleasantville Natl. Bank | 3,993.50 | 0 | 3,993.50 |
| Elizabeth Trust Co. (Peoples Bank & Trust Co.) | 330,000.00 | 0 | 330,000.00 |
| 1st Natl. Bank of Pleasantville (Mainland Natl. Bank of " ) | 3,750.00 | 0 | 3,750.00 |
| Elizabeth Trust Co. (Peoples Bank & Trust Co.) | 266,000.00 | 50,000.00 | 216,000.00 |
| Ocean City Natl. Bank | 6,975.00 | 873.00 | 6,102.00 |
| New Brunswick Trust Co. | 3,900.30 | 3,488.13 | 412.17 |
| Total Restricted Accounts | $ 858,123.26 | $ 62,478.13 | $ 795,645.13 |
| G r a n d T o t a l | $2,108,844.01 | $ 64,761.13 | $2,044,082.88 |

IDOT RESEARCH LIBRARY

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